

# **DETAILED STUDY ALTERNATIVES CARRIED FORWARD**

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 2**

***July 25, 2024***

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## 1. Introduction

The purpose of this meeting is to review information related to Concurrence Point (CP) 2, Detailed Study Alternatives Carried Forward, for the proposed Airport Parkway (State Transportation Improvement Program [STIP] Project No. U-5901, WBS No. 44705.1.1) in Rowan County. 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)	Donnie Brew
U.S. Army Corps of Engineers (USACE)	Steve Brumagin
North Carolina Department of Water Resources (NCDWR)	Kaylie Yankura
North Carolina Department of Transportation	Ryan Newcomb
NV5	Eric Midkiff

### 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 approved NCDOT 2024 – 2033 *State Transportation Improvement Program* (June 2024), 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. According to the STIP, the proposed project is approximately 3.6 miles long and is anticipated to be a two-lane roadway. The project study area agreed to by the Merger Team at CP 1 is shown on Figure 1.

The NEPA documentation is anticipated to be a Type III CE.

### 1.2 Cost Estimate and Merger Plan

The proposed project is included in the approved NCDOT 2024 – 2033 STIP (June 2024), as well as the following local transportation planning documents:

- Thoroughfare Plan for Salisbury (November 1995)
- Feasibility Study, Airport Parkway from SR 2539 (Peach Orchard Road) at I-85 to US 70-601 (Jake Alexander Boulevard), Rowan County (NCDOT, February 1998)
- Thoroughfare Plan for Rowan County (April 1999)
- Rowan County Thoroughfare Plan and Report (March 2000)
- Rowan County Land Use Plan for Areas West of I-85 (April 2009)
- Cabarrus-Rowan MPO (CRMPO) 2040 Metropolitan Transportation Plan (April 2014)
- 2017 CRMPO Comprehensive Transportation Plan (September 2016)
- CRMPO 2050 Metropolitan Transportation Plan (March 2022)
- City of Salisbury Forward 2040 Comprehensive Plan (February 2023)

The current costs for the project as estimated in the approved NCDOT 2024 – 2033 STIP (June 2024) 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. NCDOT 2024 – 2033 STIP (June 2024) U-5901 Cost Estimate**

<b>Phase</b>	<b>Estimated Costs</b>
Prior Years Cost (from NCDOT 2020 – 2029 STIP)	\$1,000,000
Right-of-way	\$8,900,000
Utilities	\$6,900,000
Construction	\$49,500,000
<b>Total</b>	<b>\$66,300,000</b>

**Table 2. Draft U-5901 Project Schedule\***

<b>Milestone</b>	<b>Anticipated Date</b>
CP 1 (Purpose and Need and Study Area Defined)	<b><i>April 17, 2024</i></b>
CP 2 (Detailed Study Alternatives Carried Forward)	July 2024
CP 2A (Bridging Decisions and Alignment Review)	March 2025
Public Meeting	April 2025
CP 3 (Proposed LEDPA/Preferred Alternative Selection)	June 2025
Type III CE	January 2026
CP 4A (Avoidance and Minimization)	TBD
CP 4B (Hydraulic Design Review)	TBD
CP 4C (Permit Drawings Review)	TBD
Begin ROW Acquisition	FY 2027
Begin Construction	FY 2030

\*Draft, subject to change

## **2. Summary of CP 1 Project Purpose and Need**

### **2.1 Identified Needs**

As concurred upon in the CP1 Merger Meeting, the factors contributing to the need of the project include:

- Lack of connectivity on the roadway network in the project study area.
- Poor access to the Mid-Carolina Regional Airport and surrounding development.
- Poor intersection level-of-service along the roadway network within the project study area, including Jake Alexander Boulevard (US 70/US 601), US 29 (S. Main Street), and NC 150.

### **2.2 Proposed Purpose**

The purpose for the proposed action is as follows:

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

### **3. Project Study Area**

The Project Study Area agreed to by the Merger Team at CP 1 is shown on Figure 1.

### **4. Preliminary Alternatives**

A number of preliminary study alternatives were developed and reviewed, including the No-Build Alternative, transportation systems management alternatives, travel demand management alternatives, mass transit alternatives, and the build alternatives. The build alternatives include upgrading existing roadways and preliminary corridor concepts that incorporate existing transportation infrastructure and new location segments. A description of each of the preliminary study alternatives considered is included below. The preliminary build alternatives are shown on Figure 2.

#### **No-Build Alternative**

The No-Build Alternative would include minor restoration activities to ensure the safety, maintenance, and continued operation of the existing roadways in the project study area. It does not require additional right-of-way or any improvements to existing roadways that would generate impacts to human or natural resources. Although it will not provide the improved roadway network connectivity and access required within the project study area to meet the purpose and need of the project, the No-Build Alternative will be carried forward to provide a basis for comparison with other alternatives carried forward for detailed study for this proposed action.

#### **Travel Demand Management (TDM) Alternative**

Travel Demand Management (TDM) is an approach to mitigating traffic congestion. Examples of TDM alternatives include ridesharing, park & ride, flexible work schedules, and telecommuting programs.

#### **Transportation Systems Management (TSM) Alternative**

Transportation Systems Management (TSM) improvements involve increasing the available capacity of a roadway within the existing right-of-way with minimum capital expenditures and without reconstructing or adding additional through lanes to the existing road. There are two types of TSM roadway improvements: operational and physical improvements. Physical improvements are usually more capital intensive while operational changes are largely administrative in nature.

#### **Mass Transit Alternative**

The Mass Transit Alternative considers forms of transportation other than the single-occupancy passenger vehicle such as bus services, rail services, and express lanes.

#### **Build Alternatives**

- **Upgrade Existing Roadways Alternative**

The Upgrade Existing Roadways Alternative (see Figure 2) would upgrade existing US 70/US 601 (Jake Alexander Boulevard) and US 29 (S. Main Street) between the southern project terminus (i.e., the existing Cedar Springs Road/Peeler Road bridge over US 29) and the northern project terminus (i.e., the

existing US 70/US 601/Brenner Avenue intersection). This alternative would involve adding through and turn-lanes, as needed, to provide an acceptable level of traffic service along Jake Alexander Boulevard and US 29.

- **Preliminary Corridor Concepts**

Multiple preliminary corridor concepts within the project study area were considered for the proposed Airport Parkway, including corridor concepts on both the western and eastern sides of the Mid-Carolina Regional Airport. The preliminary corridor concepts were developed with a focus of using existing roadways and previously disturbed areas within the study area to the extent possible, and portions of all of the corridor concepts considered are located on both new location and existing roadways. The northern portion of National Guard Road cannot be used as a potential route for the preliminary corridor concepts because of the presence of the Army National Guard facility at the northern end of the Mid-Carolina Regional Airport. The southern project terminus for all of the preliminary corridor concepts is the existing Cedar Springs Road (SR 1560)/Peeler Road (SR 2538) bridge over US 29 (S. Main Street). Two northern project termini, however, were considered along US 70/US 601 (Jake Alexander Boulevard): existing US 70/US 601 (Jake Alexander Boulevard)/Lincolnton Road intersection; and existing US 70/US 601 (Jake Alexander Boulevard)/Brenner Avenue intersection. The preliminary corridor concepts developed and reviewed are described below and shown on Figure 2.

#### Alternative 1

Alternative 1 follows existing Cedar Springs Road to just north of the Salisbury Fire Station No. 6, then curves northeast on new location (see Figure 2). Near the airport, Alternative 1 follows existing Airport Loop Road, then continues on new location to the north of Red Acres Road on the western side of an unnamed tributary to Grants Creek, before crossing the tributary to the west of Foxfire Drive. The alignment then continues to the northeast, intersecting Rowan Mill Road and NC 150 before turning to the east and intersecting Jake Alexander Boulevard at the existing Brenner Avenue intersection. The total length of Alternative 1 is approximately 3.9 miles.

#### Alternative 1A

Alternative 1A follows the same alignment as Alternative 1, with the exception of the northern approximately 1.2-mile section, starting at Rowan Mill Road (see Figure 2). From Rowan Mill Road, the Alternative 1A alignment curves more to the east across the Rolling Hills Golf Club and intersects Sunset Drive, following Sunset Drive across NC 150 and continuing along Lincolnton Road for a short distance. The Alternative 1A alignment then curves to the north before turning back to the east and intersecting Jake Alexander Boulevard at the existing Brenner Avenue intersection. The total length of Alternative 1A is approximately 3.9 miles.

#### Alternative 2

Alternative 2 starts in the same location on existing Cedar Springs Road as Alternatives 1 and 1A, but turns to the east after approximately 600 feet to follow Southmark Drive (SR 1695) to existing US 29 (see Figure 2). The alignment then follows US 29 to the northeast to the existing US 29/Airport Road intersection. The Alternative 2 alignment then turns to the northwest along existing Airport Road for a short distance, before turning to the north along existing Airport Loop Road. Alternative 2 then follows

the same alignment as Alternative 1 to the northeast to the existing Jake Alexander Boulevard/Brenner Avenue intersection. The total length of Alternative 2 is approximately 4.0 miles.

#### Alternative 2A

Alternative 2A starts in the same location on existing Cedar Springs Road as all the other Build Alternatives and then follows the same alignment as Alternative 2 until just to the north of Rowan Mill Road (see Figure 2). From this point, Alternative 2A follows the same alignment as Alternative 1A before ending at the existing Jake Alexander Boulevard/Brenner Avenue intersection. The total length of Alternative 2A is approximately 4.0 miles.

#### Alternative 3

Alternative 3 starts in the same location on existing Cedar Springs Road as the other Build Alternatives (see Figure 2). It then follows the same alignment as Alternatives 1 and 1A to near the eastern end of Circle M Drive before turning sharply to the north on new location. The Alternative 3 alignment continues to the north and intersects Airport Road at the existing National Guard Road intersection. The alignment follows existing National Guard Road to the north for approximately 1,000 feet, where it continues to the north on new location. The Alternative 3 alignment crosses Grants Creek at approximately the northern end of the Old Landfill adjacent to the western side of the airport. It then follows existing Rowan Mill Road to the southeast for approximately 800 feet, including across the existing bridge over Grants Creek, before turning to the northeast on new location. From this point, the Alternative 3 alignment follows the same alignment as Alternatives 1 and 2 to the northeast to the existing Jake Alexander Boulevard/Brenner Avenue intersection. The total length of Alternative 3 is approximately 4.2 miles.

#### Alternative 3A

Alternative 3A starts in the same location on existing Cedar Springs Road as the other Build Alternatives (see Figure 2). Alternative 3A follows the same alignment as Alternative 3 until just to the north of Rowan Mill Road. From this point, it follows the same alignment as Alternatives 1A and 2A before ending at the existing Jake Alexander Boulevard/Brenner Avenue intersection. The total length of Alternative 3A is approximately 4.2 miles.

#### Alternative 4

Several preliminary corridor concepts were considered with the northern terminus at the Jake Alexander Boulevard/Lincolnton Road intersection. Alternative 4 (see Figure 2) is an example of one of these alternatives. Alternative 4 follows Alternatives 1A, 2A, and 3A up to those alternatives' intersections with Lincolnton Road. However, instead of crossing Lincolnton Road and continuing on new location to terminate at the Jake Alexander Boulevard/Brenner Road intersection, Alternative 4 would continue along Lincolnton Road and terminate at the Lincolnton Road/Jake Alexander Boulevard intersection.

#### Alternative 5

Several preliminary corridor concepts were also considered that extended into the northwestern corner of the project study area, to the north of NC 150, and made nearly a perpendicular crossing of Grants Creek and the extensive area of floodplain and wetlands surrounding the creek. Alternative 5 (see Figure 2) is an example of one of these alternatives. Alternative 5 would follow Alternative 3 up to its

intersection with Rowan Mill Road. However, instead of turning onto Rowan Mill Road, Alternative 5 continues north on new location, across NC 150, before curving east, crossing Grants Creek and terminating at the Jake Alexander/Brenner Avenue intersection.

## **5. Preliminary Alternatives Recommended to be Eliminated from Further Consideration**

NCDOT recommends that the preliminary alternatives discussed below be eliminated from further consideration.

### **Alternative 4**

Alternative 4, as shown on Figure 2, would eliminate a new location component of the other alternatives by following a section of Lincolnton Road to its intersection with Jake Alexander Boulevard. However, the regional traffic model shows demand for traffic to access Brenner Avenue and popular destinations along that facility, so providing the project connection at Lincolnton Road would result in additional traffic along a congested section of Jake Alexander Boulevard (between Lincolnton Road and Brenner Avenue) as traffic desires to continue north along that facility to turn onto Brenner Avenue. The substantially increased traffic volumes along Lincolnton Road and Jake Alexander Boulevard would result in additional delays at intersections and deteriorating level of service. As a result, Alternative 4 would not meet the need to address the poor intersection level-of-service along the northern portion of Jake Alexander Boulevard within the project study area. Therefore, Alternative 4 and similar alternatives with the northern terminus at the Jake Alexander Boulevard/Lincolnton Road intersection are recommended to be eliminated from further consideration.

### **Alternative 5**

Alternative 5, as shown on Figure 2, would have substantial and unnecessary impacts to the natural environment in the area to the north of NC 150 in the northwestern corner of the study area. Those additional impacts include a second crossing of Grants Creek, and the wetlands, floodplain and floodway associated with the creek. As a result, Alternative 5 and similar alternatives extending into the northwestern corner of the study area are recommended to be eliminated from further consideration.

### **Upgrade Existing Roadways Alternative**

The Upgrade Existing Roadways Alternative, as shown on Figure 2, would improve the traffic level of service along Jake Alexander Boulevard and US 29. However, this alternative would not provide the improved roadway network connectivity and access required within the project study area to meet the purpose and need of the project. Poor access to the Mid-Carolina Regional Airport and surrounding development would continue with the Upgrade Existing Roadways Alternative. This alternative would not provide improved roadway network connectivity between Jake Alexander Boulevard and Cedar Springs Road/Peeler Road and would not improve access to the Mid-Carolina Regional Airport and surrounding residential and commercial development. In addition, this alternative would result in substantial impacts to existing development along Jake Alexander Boulevard and US 29, resulting in the potential displacement of businesses, substantial utility relocation, and increased right-of-way costs. Therefore, the Upgrade Existing Roadways Alternative is recommended to be eliminated from further consideration.

### **Travel Demand Management (TDM) Alternative**

The TDM Alternative would not provide the improved roadway network connectivity required in the project study area to meet the purpose and need of the project. Poor access to the Mid-Carolina



Regional Airport and surrounding development would continue with the TDM Alternative. In addition, poor intersection level-of-service along the roadway network within the study area, including Jake Alexander Boulevard (US 70/US 601), US 29 (S. Main Street), and NC 150, would continue with the TDM Alternative. Therefore, the TDM Alternative is recommended to be eliminated from further consideration.

### Transportation Systems Management (TSM) Alternative

The TSM Alternative would not provide the improved roadway network connectivity required in the project study area to meet the purpose and need of the project. Poor access to the Mid-Carolina Regional Airport and surrounding development would continue with the TSM Alternative. Therefore, the TSM Alternative is recommended to be eliminated from further consideration.

### Mass Transit Alternative

The Mass Transit Alternative would not provide the improved roadway network connectivity required in the project study area to meet the purpose and need of the project. Poor access to the Mid-Carolina Regional Airport and surrounding development would continue with the Mass Transit Alternative. Therefore, the Mass Transit Alternative is recommended to be eliminated from further consideration.

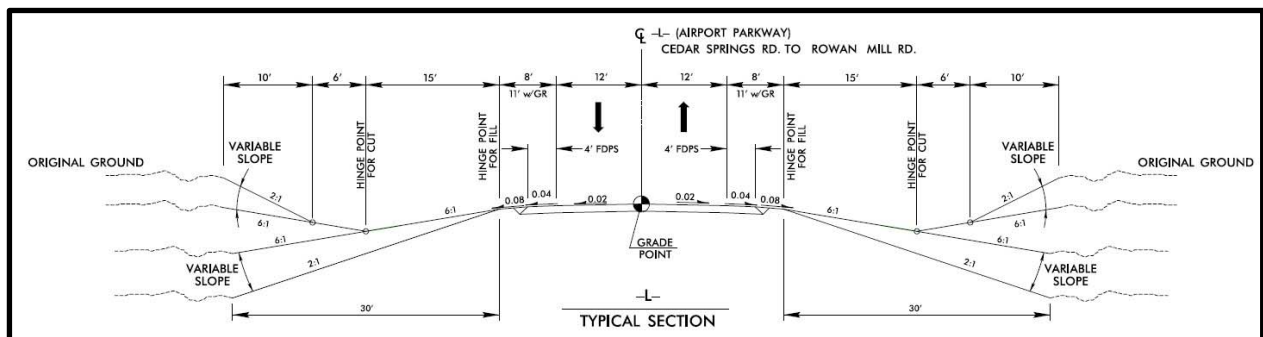
## 6. Alternatives Recommended for Detailed Study

Six of the preliminary corridor concepts analyzed were identified by NCDOT as Alternatives Recommended for Detailed Study for the proposed Airport Parkway, as follows: Alternative 1, Alternative 1A, Alternative 2, Alternative 2A, Alternative 3, and Alternative 3A. The identified alternatives are shown on Figure 3 using a 300-foot-wide corridor. The southern terminus for all of the Alternatives Recommended for Detailed Study is the existing Cedar Springs Road (SR 1560)/Peeler Road (SR 2538) bridge over US 29 (S. Main Street), and the northern terminus is the existing Brenner Avenue/US 70/US 601 (Jake Alexander Boulevard) intersection.

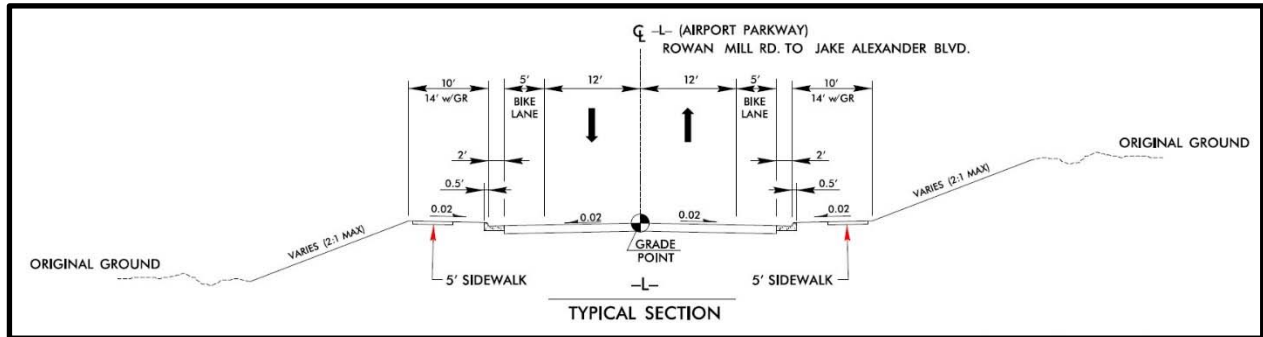
### Typical Sections

All of the Alternatives Recommended for Detailed Study would be partially on new location and would consist of two typical sections, as follows:

- Shoulder Typical Section (Cedar Springs Road to Rowan Mill Road) – As shown below, the proposed shoulder typical section consists of one 12-foot-wide travel lane in each direction, with eight-foot-wide shoulders (four-foot paved).



- Curb and Gutter Typical Section (Rowan Mill Road to Jake Alexander Boulevard) – As shown below, the proposed curb and gutter typical section consists of one 12-foot-wide travel lane in each direction, with five-foot-wide bicycle lanes in both directions. The typical section also includes 2.5-foot-wide curb and gutter, with five-foot-wide sidewalks in both directions.



The proposed right-of-way width is variable.

The Alternatives Recommended for Detailed Study would meet the purpose and need for the proposed project by providing improved roadway network connectivity between Jake Alexander Boulevard (US 70/US 601) and Cedar Springs Road/Peeler Road within the project study area, as well as improved access to the Mid-Carolina Regional Airport and surrounding residential and commercial development. These alternatives optimize network connectivity while using existing roadways and previously disturbed areas within the study area to the extent possible. They also improve the intersection level of service and traffic carrying capacity of the existing roadway network within the study area.

## 7. Analysis of Alternatives Recommended for Detailed Study

Table 3 shows the estimated impacts to environmental features within the project study area for each of the six Alternatives Recommended for Detailed Study based on GIS data and an analysis of aerial imagery. Figure 3 shows the environmental features within the study area. The estimated impacts were calculated based on a 150-foot-wide corridor centered around the centerline of each of the Alternatives Recommended for Detailed Study. Once the Detailed Study Alternatives are identified at CP 2, avoidance and minimization measures will be applied to each of the alternatives within their respective 300-foot-wide corridors (as shown on Figure 3) as design development continues. The estimated impacts to streams and wetlands are based on modeled boundary data for these features obtained from NCDOT ATLAS. Stream and wetland boundaries will be field delineated and verified by the USACE prior to CP 3.

### Natural Environment

Environmental resources within the project study area are shown on the Environmental Features Map (Figure 3). The study area is part of the Yadkin-Pee Dee River Basin (U.S. Geological Survey [USGS] Hydrologic Unit [HUC] 03040103). There are no state regulated riparian buffer rules in the study area. There are no water supply watersheds (WS-I or WS-II) within or within 1.0 mile downstream of the study area. There are no trout waters, primary nursery areas (PNA), or anadromous fish within the study area.

The NC 2022 Final 303(d) list of impaired waters identifies two streams (Grants Creek and Town Creek) that are within, or within 1.0 mile downstream, of the project study area. For the segment(s) of Grants Creek that are present within the study area, this stream is 303d listed for two parameters: Fish

**Table 3. Estimated Impacts for Alternatives Recommended for Detailed Study<sup>1</sup>**

Impact Category	Alternatives Recommended for Detailed Study					
	1	1A	2	2A	3	3A
Length (miles)	3.9	3.9	4.0	4.0	4.2	4.2
Wetlands (acres) <sup>2</sup>	0.0	0.1	0.1	0.1	3.3	3.4
Stream Crossings <sup>2</sup>	8	8	6	6	12	12
Streams (linear feet) <sup>2</sup>	1,680	1,680	1,240	1,240	2,590	2,590
Floodway (acres)	0.0	0.0	0.0	0.0	4.1	4.1
Floodplain (acres)	4.1	3.6	4.1	3.7	14.9	14.5
Forested Land (acres) <sup>3</sup>	79.5	75.7	63.8	59.7	97.6	93.5
Conservation Easement (acres)	1.1	1.1	1.1	1.1	19.7	19.7
Parcels	49	42	74	67	61	54

<sup>1</sup>Estimated impacts were calculated based on 150-foot-wide corridor centered around the centerline of each of the Alternatives Recommended for Detailed Study.

<sup>2</sup>Estimated impacts to streams and wetlands are based on modeled boundary data for these features obtained from NCDOT ATLAS.

<sup>3</sup>Estimated impacts were calculated based on forested land present within the 300-foot-wide corridor for each of the Alternatives Recommended for Detailed Study.

Community (Nar, AL, FW)/5 - Exceeding Criteria; and Fecal Coliform (GM 200/400, REC, FW)/4t - Exceeding Criteria. For the segment(s) of Town Creek that are present within the study area, this stream is 303d listed for: Benthos (Nar, AL, FW)/5 - Exceeding Criteria (Fair, Poor or Severe Bioclassification); and Fish Community (Nar, AL, FW)/5 - Exceeding Criteria (Fair, Poor or Severe Bioclassification).

As of July 9, 2024, the USFWS Information for Planning and Consultation (IPaC) tool lists one federally protected species for Rowan County within the study area. The Schweinitz's sunflower (*Helianthus schweinitzii*) is listed as Endangered. There are no designated critical habitats listed within the study area. Estimated forest impacts are included in Table 3.

As shown on Figure 3, the old Rowan County Landfill occupies several large parcels of land west and north of the Armory.

#### Human Environment

Based on demographic data, low income and minority populations exist in the study area. There are low-income housing developments, including mobile home parks, and associated supporting businesses along Airport Road south and west of the airport, as well as along US 29 (S. Main Street). No low income housing developments are located within the corridors of any of the Alternatives Recommended for Detailed Study.

An architectural survey of the Area of Potential Effects (APE) for the proposed project conducted by NCDOT in May 2023 indicated there are no properties present which are eligible for National Register listing or that warrant further investigation. There are no known and recorded archaeological sites documented at the Office of State Archaeology within the preliminary APE. An archaeological survey will

be conducted pursuant to Section 106 after the selection of the Least Environmentally Damaging Practicable Alternative (LEDPA). Based on a tribal coordination response letter from the Catawba Indian Nation in May 2023, there are no American Indian tribal lands in the project study area.

There are no parks, recreation areas, churches, cemeteries, or trails located within the corridors of any of the Alternatives Recommended for Detailed Study.

### 8. Summary of Public Involvement

NCDOT originally initiated STIP No. U-5901 project studies in 2017. Initial agency scoping outreach was conducted in 2017 and preliminary alternatives were generated. In July 2018, an Open House Public Meeting was held to introduce the project to the public and to receive feedback on the preliminary alternatives (see Exhibit A below). Most of the alternative alignments were located west of the Mid-Carolina Regional Airport, located within a larger study area than is now proposed. Meeting participants were adamantly opposed to any of the alternatives located west of the airport and overwhelmingly favored alignments located east of the airport. Rowan County and the City of Salisbury subsequently provided a joint resolution endorsing an alternative located east of the airport, citing the impacts of the western alternative alignments to residents, businesses, the airport, and the environment. Project studies were put on hold in late-2018. NCDOT re-initiated project studies in late 2022. Based on the current project schedule, a Public Meeting is anticipated to be held in April 2025.

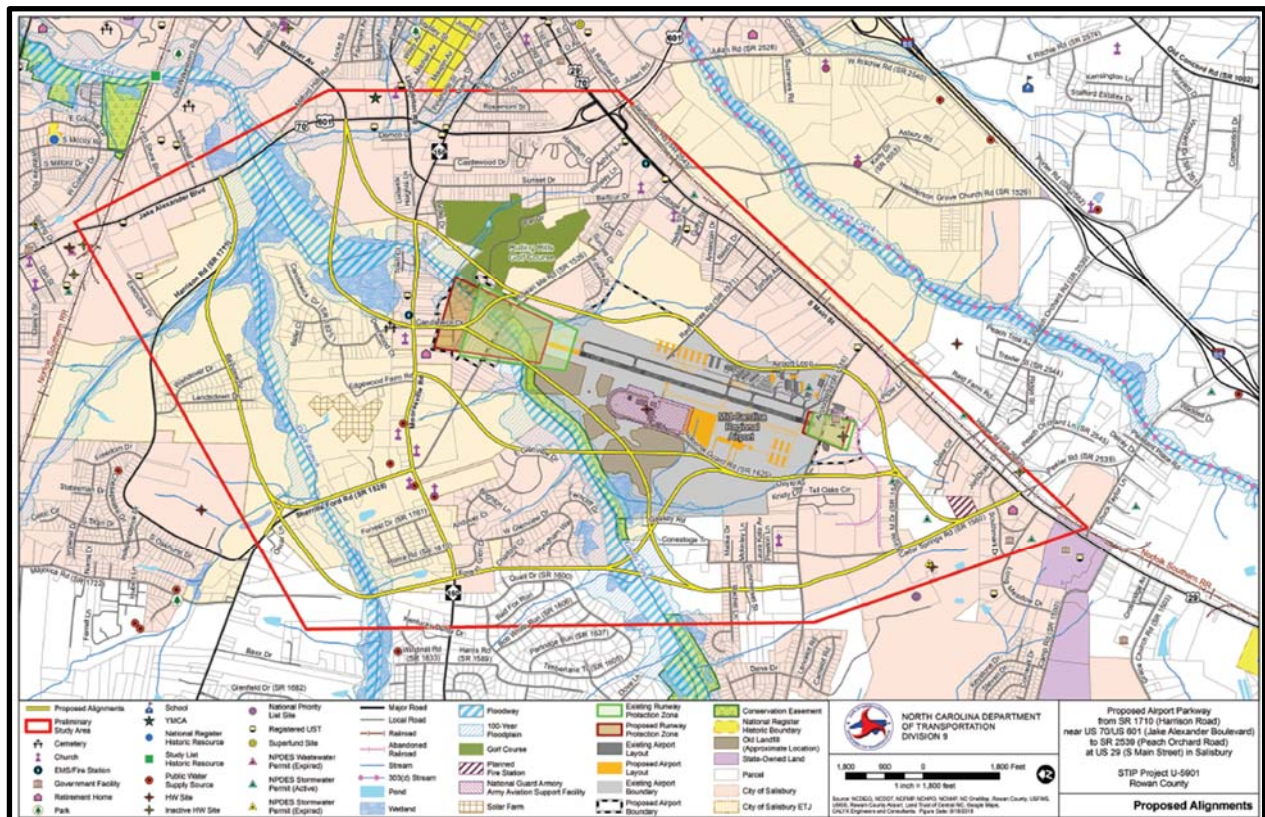


Exhibit A – Preliminary Alternatives 2018 Public Outreach

An Airport Parkway (U-5901) project website (<https://www.ncdot.gov/projects/airport-parkway/Pages/default.aspx>) was created for the proposed project in April 2018 before project studies were put on hold. The website will be updated prior to the next Public Meeting.

## 9. Avoidance and Minimization

- The western boundary of the project study area was developed to minimize potential alternative impacts to Draft Branch and the residential areas located off of NC 150, such as the Summerfield and Forest Glen neighborhoods, where residents in these areas voiced opposition to any alternatives in this area during earlier public outreach. The western boundary would allow the identification of alternatives to the west of the airport, but minimize impacts to residential areas and Draft Branch.
- The eastern boundary was developed to include Jake Alexander Boulevard (US 70/US 601) and US 29 (S. Main Street), while minimizing potential alternative impacts to Town Creek further to the east. Jake Alexander Boulevard (US 70/US 601) and US 29 (S. Main Street) are the two major roads in the area that provide access to southwest Salisbury. The study area includes other existing roads that could be used as alignments for potential alternatives, such as Cedar Springs Road and Airport Loop Road, allowing for the identification of potential alternatives that utilize parts of existing infrastructure.
- The preliminary corridor concepts were developed with a focus of using existing roadways and previously disturbed areas; thereby, avoiding streams, wetlands, and forested habitat to the extent possible. All of the preliminary corridors are located along some sections of existing roads, such as Cedar Springs Road, Airport Road, Airport Loop Road, Rowan Mill Road, and US 29.
- Where crossings of streams and wetlands were unavoidable, the preliminary corridors made use of existing stream crossings where possible, such as the existing bridge carrying Rowan Mill Road over Grants Creek (Alternatives 3 and 3A) and the existing culvert conveying a Grants Creek tributary under Airport Loop (Alternatives 1, 1A, 2, and 2A).
- The new location portions of the preliminary corridors were aligned for perpendicular stream crossings and to avoid unnecessary and/or longitudinal impacts to streams, floodplains, and other sensitive environmental features to the extent practicable. The alternative corridors were developed to remain well to the west of the unnamed tributary to Grants Creek between Red Acres Road and Foxfire Drive to avoid a longitudinal impact to this creek.

## 10. Merger Plan Review/Next Steps

Based on the Merger Plan for the project, NCDOT proposes the next Merger Meeting will be CP 2A (Bridging Decisions and Alignment Review), currently proposed to be held in March 2025. Following the identification of the Detailed Study Alternatives at CP 2, NCDOT will complete the Hydraulic Planning Report, natural systems studies, functional roadway design plans, and preliminary cost estimates in preparation for the CP 2A meeting. Merger Team members will be notified of any changes that require a revision of this timetable.

## Section 404/NEPA Interagency 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**

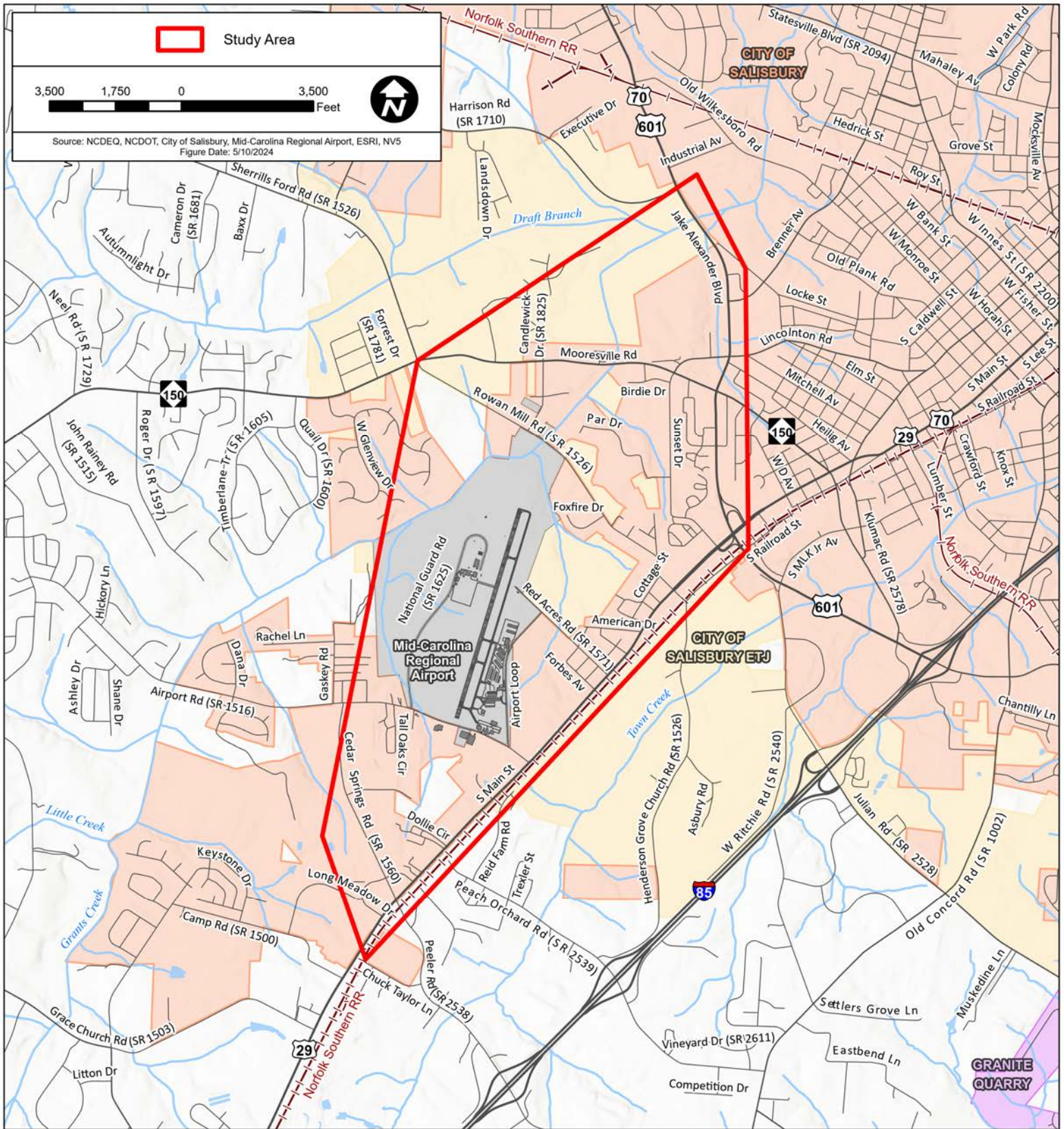
\_\_\_\_\_ **Alternative 2A**


\_\_\_\_\_ **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.**

Signature	Agency	Date
_____	USACE	_____
_____	USEPA	_____
_____	USFWS	_____
_____	FHWA	_____
_____	NCDOT	_____
_____	NCWRC	_____
_____	NCDEQ DWR	_____
_____	NCHPO	_____
_____	CRMPO	_____



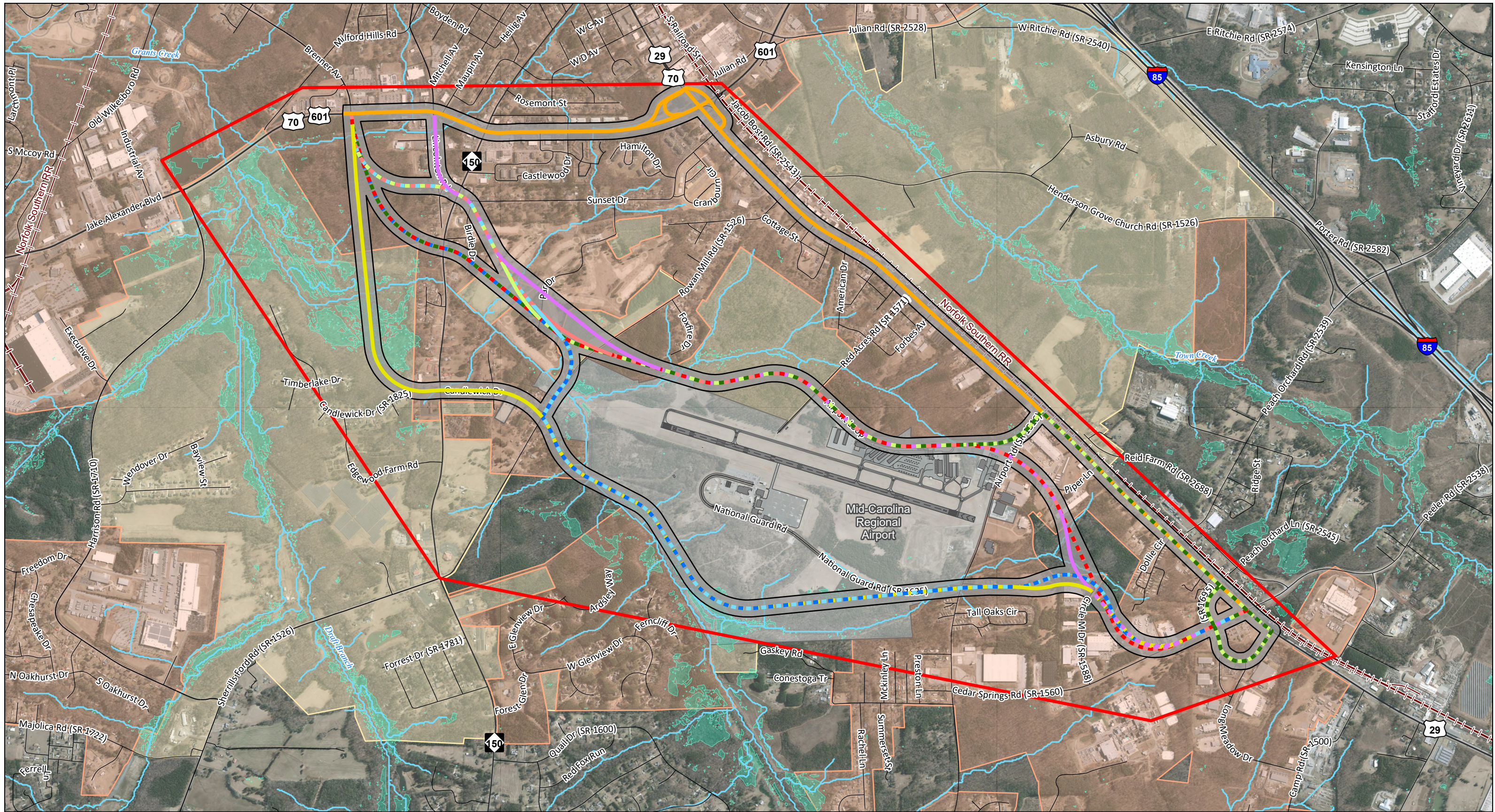
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DIVISION 9

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**



Preliminary Build Alternatives

- 1
- 2
- 3
- 4
- Upgrade Existing
- 1A
- 2A
- 3A
- 5

- 300 Ft Corridor
- Study Area

Railroad

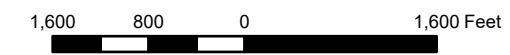
- Stream (ATLAS Modeled)
- Wetland (ATLAS Modeled)

- Airport Layout
- Airport Boundary

- City of Salisbury
- City of Salisbury ETJ



NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION 9



Source: NCDEQ, NCDOT, NCFMP, NCHPO, NCNHP, NC OneMap, USFWS, USGS, City of Salisbury, Rowan County, Rowan County Airport, Google, NV5  
Figure Date: 7/10/2024

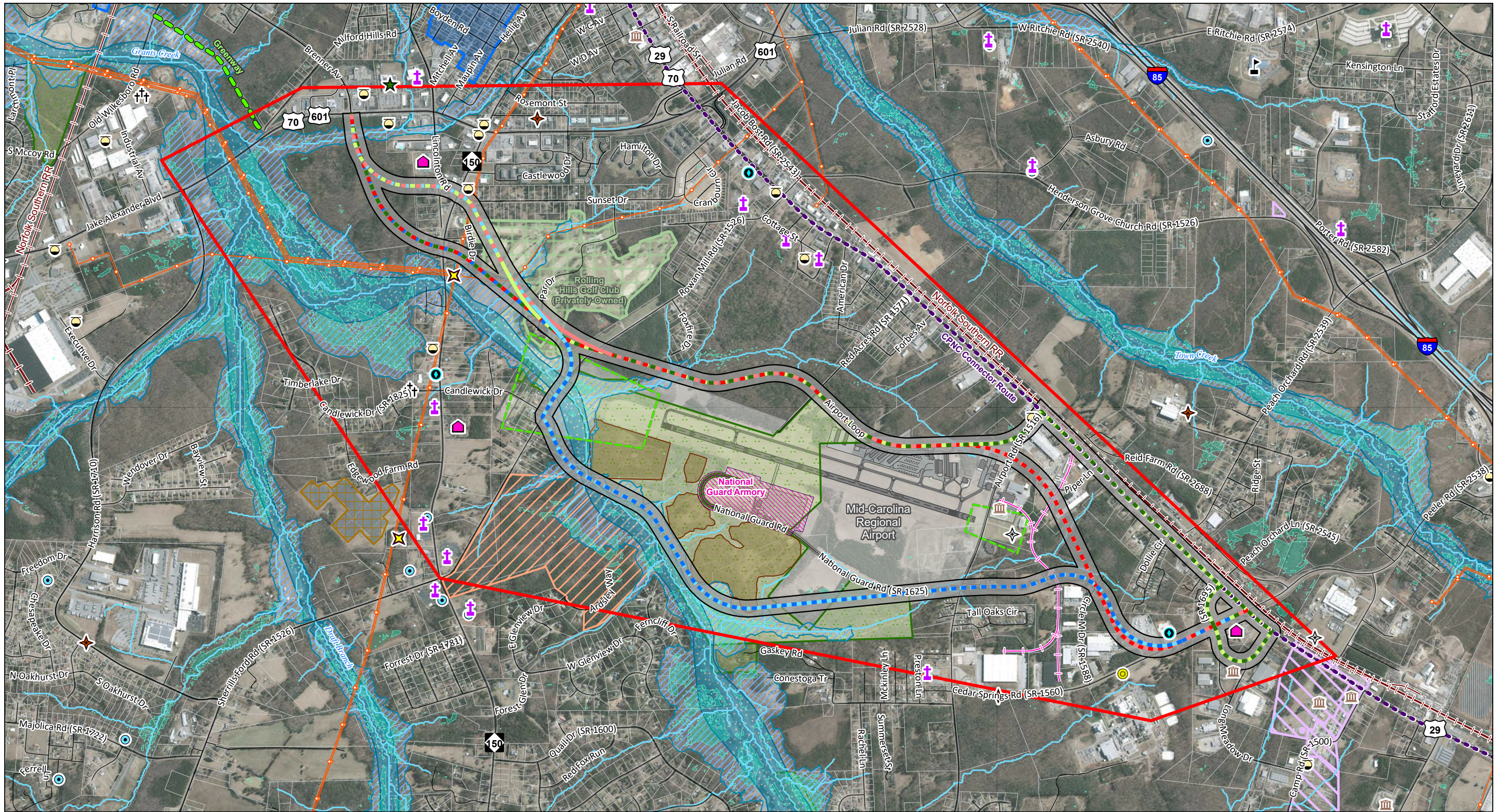
New Route (Airport Parkway)  
from US 70 / US 601 (Jake Alexander Blvd)  
to SR 2538 (Peeler Rd) at US 29 in Salisbury.  
Construct 2-Lane Roadway.

STIP Project U-5901

Rowan County

**Figure 2 - Preliminary Build Alternatives Considered**





1	1A	YMCA	Electric Substation	Stream (ATLAS Modeled)	Old Landfill (Approx Location)	Historic Boundary (NR)
2	2A	Cemetery	Transmission Line	Wetland (ATLAS Modeled)	Runway Protection Zone	Solar Farm
3	3A	HW Site	Existing Greenway	Floodway	Airport Layout	Golf Course
300 Ft Corridor	Government Facility	Inactive HW Site	Bicycle Route	100-Year Floodplain	Airport Boundary	Grant's Landing (under construction)
Study Area	Retirement Home	Registered UST	Railroad	Conservation Easement	Army Aviation Support Facility	State-Owned Land
	School	Superfund Site	Abandoned Railroad			Parcel
		Public Water Supply Source				

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1,600 800 0 1,600 Feet

Source: NCDEC, NCDOT, NCFMP, NCHPO, NCNHP, NC OneMap, USFWS, USGS, City of Salisbury, Rowan County, Rowan County Airport, Google, NV5  
 Figure Date: 7/1/2024

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**Figure 3 - Environmental Features**