

REQUEST FOR BOARD ACTION

HENDERSONCOUNTY BOARD OF COMMISSIONERS

MEETING DATE: April 18, 2018

SUBJECT: Balfour Parkway Presentation

PRESENTERS: Brian Burch, PE; Wanda Austin, PE; and Jennifer Fuller, PE with the N.C. Department of Transportation (NCDOT) and Kristina Miller, PE (NCDOT consultant) with RK&K together with a panel of representatives from the French Broad River MPO, NCDOT and RK&K to assist in answering questions

ATTACHMENTS: 1. PowerPoint

SUMMARY OF REQUEST:

NCDOT is working on project development, including environmental and engineering studies for the Balfour Parkway (STIP Project Number R-5744). The new four-lane, divided median roadway will provide an east-west connection between NC 191 (Haywood Road) and US 64 East (Chimmey Rock Road). The Balfour Parkway consist of three sections or phases. Section B, which would connect US 25 Business (Asheville Highway) to I-26 has been funded, and the entire project length must be studied to determine the location of the proposed new roadway. The study area for this project includes several alternatives within identified 1,000 foot wide corridors. The anticipated right of way is anticipated to be approximatedly 250 feet.

In light of the input received at the February 2018 public meeting and feedback from the public following the meeting, NCDOT has updated/expanded the draft elimination recommendations for alternatives to be studied in detail in order to narrow route options as soon as possible. This draft information is subject to change, pending review and input from agency partners, local officials and the public.

NCDOT is in the planning and design stages of the project and has been seeking public input in these early stages of the project development. The Board requested that NCDOT provide a presentation and work session on the Balfour Parkway proposal.

BOARD ACTION REQUESTED:

No action is required.

SUGESTED MOTION:

None.



NORTH CAROLINA
Department of Transportation



Balfour Parkway

STIP Project R-5744 – Local Officials Informational Meeting

Henderson County Board of Commissioners

April 18, 2018



Agenda

- Introductions
- Planning Process & Schedule
- Project History
- Role of Local Officials
- Funding
- Need for the Project
- Purpose Statement
- Screening Criteria
- Preliminary Alternatives
- DRAFT Elimination Recommendations



Project Planning Process & Schedule

	Major Milestones	Timeframe
Public Involvement	Project Scoping (initial data collection)	Complete
	Identify the Project's Purpose and Need	Complete
	Develop Preliminary Alternatives	Complete
	Hold Public Meeting	Complete
	Select Alternatives for Detailed Study & Design	Spring 2018 to Summer 2018
	Conduct Detailed Environmental Analysis	Summer 2018 to Summer 2019
	Prepare Environmental Document	Summer 2019 (FY 2020*)
	Hold Public Hearing	Fall 2019
	Select the Preferred Alternative and Approve Environmental Decision Document	Late 2020 (FY 2021*)
	Start Purchasing Property (right-of-way acquisition)	FY 2022* Section B (U.S. 25 Business to I-26)
	Begin Construction	FY 2024* Section B (U.S. 25 Business to I-26)

We are here

with local officials, public meetings, community group meetings, mailings and updates to the project website.

*The State's Fiscal Year (FY) runs from July 1 in the prior year through June 30 in the same year.

Project History

- **2002 / 2003** – Need for Balfour Parkway identified
- **2005** – French Broad River MPO 2030 Long Range Transportation Plan
- **2008** – Comprehensive Transportation Plan (CTP) - French Broad River MPO
- **2010** – 2035 French Broad River MPO Long Range Transportation Plan
- **2012** – French Broad River MPO adopts recommendations
- **2014** – NCDOT Feasibility Study
- **2015** – 2040 French Broad River MPO Metropolitan Transportation Plan and NCDOT's Strategic Planning Office of Transportation (SPOT) evaluation
- **2016** – State Transportation Improvement Program (STIP)



Balfour Parkway is listed as a
“highest priority project”
in the Comprehensive Transportation Plan
(French Broad River MPO).

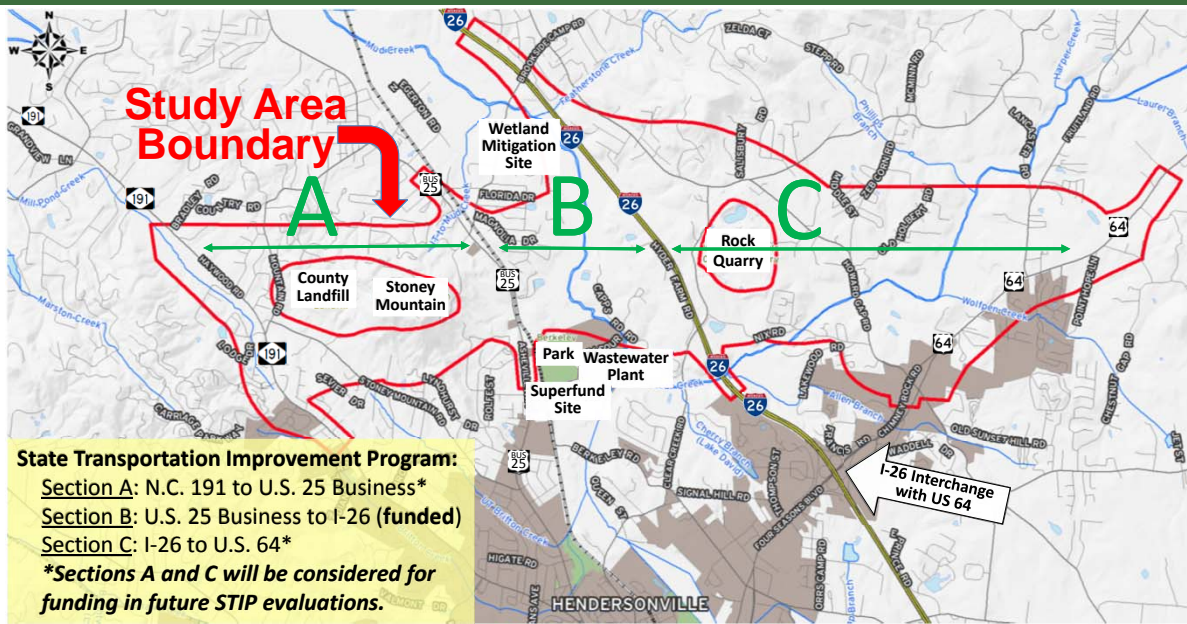
Balfour Parkway was identified as the
“#1 Transportation Priority”
for the City of Hendersonville.



Local Officials

- Henderson County Transportation Advisory Committee
 - Reports to the Henderson County Board of Commissioners (BOC)
 - Advises the BOC and the French Broad River MPO
 - Transportation within Henderson County
 - Funding Sections A and C in the State Transportation Improvement Program
- Recommendations for Selection of the Detailed Study Alternatives and the Preferred Alternative
- Project Enhancements like a Multi-use Path





State Transportation Improvement Program:
 Section A: N.C. 191 to U.S. 25 Business*
 Section B: U.S. 25 Business to I-26 (funded)
 Section C: I-26 to U.S. 64*
 *Sections A and C will be considered for funding in future STIP evaluations.

Project Need

Lack of east-west connectivity in Henderson County

- Local topography
- I-26 (east-west barrier)
- U.S. 25 Business and U.S. 64 are congested
- Limited number of other roadways allow east-west travel:
 - local roads
 - indirect routes
 - lower travel speeds
 - two-lane roadways
 - multiple turning movements
 - at-grade railroad crossing
- Inefficient existing routes (for all motorists, including large trucks)

Project Purpose



Improve east-west vehicular mobility
in Henderson County
by providing a connection
(with limited control of access)
between N.C. 191 and U.S. 64
north of Hendersonville

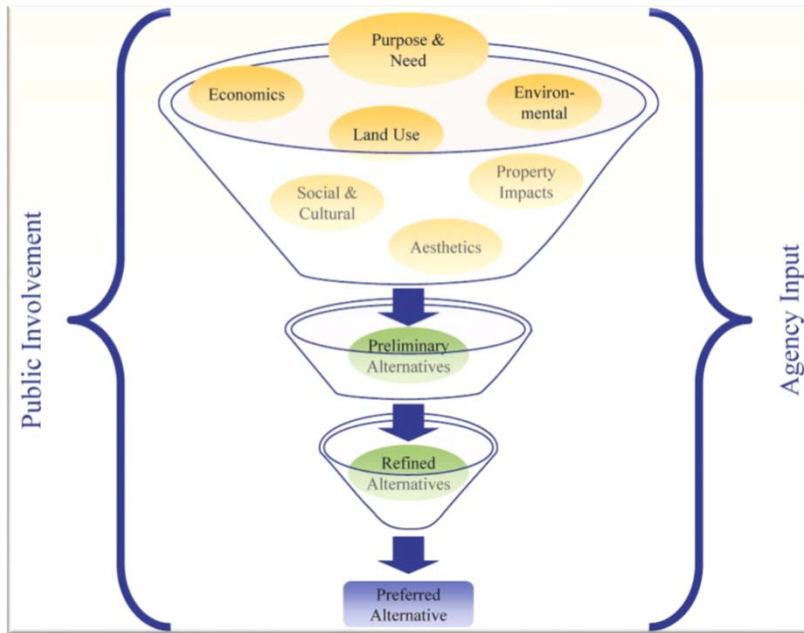


Screening Criteria

Alternatives considered for the project must:

- provide an interchange along I-26 with the new roadway that maintains a minimum 1-mile distance from any interchange;
- only provide access at intersections and interchanges along the proposed roadway with existing streets (i.e. there would be no individual driveways); and
- achieve a minimum level of service D (for intersections overall and the mainline during peak hour, design year conditions) for the proposed roadway.

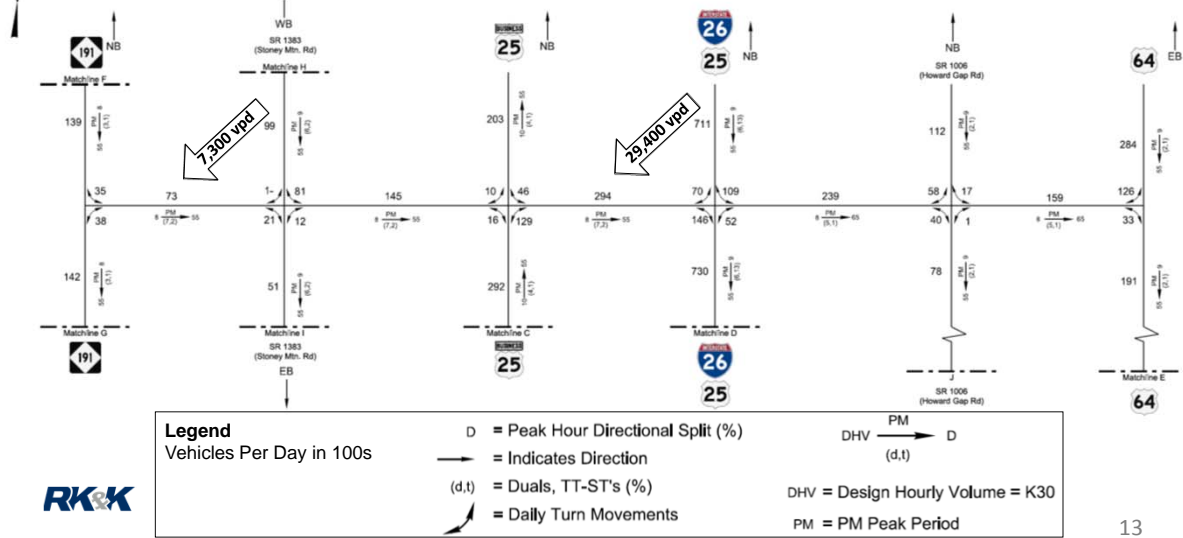




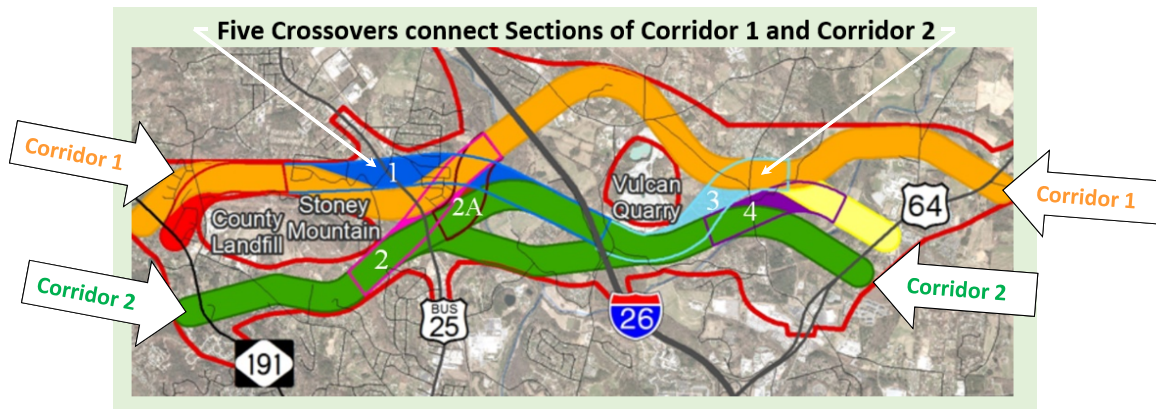
Develop & Narrow Alternatives

- Achieve the Project Purpose and Screening Criteria
- Consider Community and Environmental Resource Impacts
- Address Public, Local Officials, and Agency Input
- Obtain concurrence through the Section 404 Clean Water Act / NEPA Merger Process

Design Year 2040 Traffic Forecast (Parkway Condition)



Preliminary Alternatives



DRAFT: Elimination Recommendations

Coordination with Agency Partners is Upcoming

- **Community Cohesion (Longevity, Size, Level of Opposition) & Lack of Avoidance and Minimization**
 - Corridor 1 - Section B (orange),
 - Crossover 1 (dark blue) and
 - Crossover 2 (dark pink)

Please Note: If Corridor 1 - Section B (orange) and Crossover 1 (dark blue) are eliminated, Corridor 1B (red) and Corridor 1 - Section A (orange) would also be eliminated as a result because they would no longer have a connection to the remainder of the route options.



Balfour Parkway Mainline (construction footprint + 40 feet) DRAFT: Elimination Recommendations are Identified with Red or Blue Asterisks

Coordination with Agency Partners is Upcoming

The draft recommendations are based on the lack of impact avoidance and minimization opportunities to *4(f) historic sites or **community cohesion (longevity, size and level of opposition)

	Length (miles)	Homes	Businesses	Streams (linear feet)	Wetlands (acres)	
Corridor 1 - Sec. A, B, C, D, E	6.55	145	1	5,836	1.60	*Alternative 1**
Corridor 1 - Sec. A, B, C Corridor 1A - Sec. A, B, C	5.78	130	1	6,126	1.38	*Alternative 2**
Corridor 1 - Sec. A Crossover 1 Corridor 2 - Sec. C, D	5.00	110	7	4,846	0.14	*Alternative 3**
Corridor 1 - Sec. A Crossover 1 Corridor 2 - Sec. C Crossover 4 Corridor 1A - Sec. C	5.23	117	7	5,413	0.43	*Alternative 4**
Corridor 1 - Sec. A Crossover 1 Crossover 3 Corridor 1 - Sec. E	6.05	147	7	5,118	0.72	*Alternative 5**
Corridor 1 - Sec. A Crossover 1 Crossover 3 Corridor 1A - Sec. B, C	5.27	133	7	5,411	0.50	*Alternative 6**
Corridor 1B - Sec. A Corridor 1 - Sec. B, C, D, E	6.35	143	1	6,610	1.49	Alternative 7**
Corridor 1B - Sec. A Corridor 1 - Sec. B, C Corridor 1A - Sec. A, B, C	5.58	128	1	6,900	1.27	Alternative 8**
Corridor 1B - Sec. A Crossover 1 Corridor 2 - Sec. C, D	4.80	108	7	5,619	0.03	Alternative 9**
Corridor 1B - Sec. A Crossover 1 Corridor 2 - Sec. C Crossover 4 Corridor 1A - Sec. C	5.03	115	7	6,186	0.32	Alternative 10**
Corridor 1B - Sec. A Crossover 1 Crossover 3 Corridor 1 - Sec. E	5.85	145	7	5,891	0.61	Alternative 11**
Corridor 1B - Sec. A Crossover 1 Crossover 3 Corridor 1A - Sec. B, C	5.07	131	7	6,184	0.39	Alternative 12**

Alternatives that are studied in detail will be evaluated on a full list of topics in the Environmental Assessment. The assessment will also include a more detailed level of design, which will include but is not limited to new interchanges, intersections, intersecting streets, access changes and other improvements associated with the proposed project.

Balfour Parkway Mainline (construction footprint + 40 feet)
DRAFT: Elimination Recommendations are Identified with Red or Blue Asterisks
Coordination with Agency Partners is Upcoming

The draft recommendations are based on the lack of impact avoidance and minimization opportunities to ***4(f) historic sites** or ****community cohesion** (longevity, size and level of opposition)

	Length (miles)	Homes	Businesses	Streams (linear feet)	Wetlands (acres)	
Corridor 2 - Sec. A, B1 (north), B2 (north), C, D	4.65	92	2	7,679	0.34	Alternative 13
Corridor 2 - Sec. A, B (south), D	4.50	73	2	8,168	1.89	*Alternative 14
Corridor 2 - Sec. A Crossover 2 Corridor 1 - Sec. C, D, E	6.27	142	2	8,280	1.72	Alternative 15**
Corridor 2 - Sec. A Crossover 2 Corridor 1 - Sec. C Corridor 1A - Sec. A, B, C	5.50	127	2	8,570	1.50	Alternative 16**
Corridor 2 - Sec. A, B1 (north), B2 (north) Crossover 3 Corridor 1 - Sec. E	5.70	129	2	7,951	0.92	Alternative 17
Corridor 2 - Sec. A, B1 (north), B2 (north) Crossover 3 Corridor 1A - Sec. B, C	4.92	115	2	8,244	0.70	Alternative 18
Corridor 2 - Sec. A, B (south) Crossover 3 Corridor 1 - Sec. E	5.55	137	2	8,440	2.47	*Alternative 19
Corridor 2 - Sec. A, B2 (south) Crossover 3 Corridor 1A - Sec. B, C	4.77	123	2	8,751	2.25	*Alternative 20
Corridor 2 - Sec. A, B1 (north), B2 (north), C Crossover 4 Corridor 1A - Sec. C	4.88	99	2	8,246	0.63	Alternative 21
Corridor 2 - Sec. A, B (south) Crossover 4 Corridor 1A - Sec. C	4.73	80	2	8,735	2.18	*Alternative 22
Corridor 2 - Sec. A, B1 (north) Crossover 2A Corridor 1 - Sec. C, D, E	6.30	135	3	8,819	1.76	Alternative 23
Corridor 2 - Sec. A, B1 (north) Crossover 2A Corridor 1 - Sec. C Corridor 1A - Sec. A, B, C	5.53	120	3	9,109	1.54	Alternative 24

Alternatives that are studied in detail will be evaluated on a full list of topics in the Environmental Assessment. The assessment will also include a more detailed level of design, which will include but is not limited to new interchanges, intersections, intersecting streets, access changes and other improvements associated with the proposed project.

Section 4(f)
of the Department of Transportation Act of 1966

Before approving a project that uses Section 4(f) property, FHWA must:

- determine that there is no feasible and prudent alternative that avoids the Section 4(f) properties and that the project includes all possible planning to minimize harm to the Section 4(f) properties; or,
- FHWA makes a finding that the project has a de minimis (minor) impact on the Section 4(f) property.



Section 106 of the National Historic Preservation Act

- Historic properties are an important and valued part of many communities, contributing to a sense of place and identity.
- Section 106 of the National Historic Preservation Act requires that projects receiving federal funds consider effects on historic properties.

Section 4(f)

- A minor impact (de minimis call) under Section 4(f) requires a “no adverse effects” determination by the State Historic Preservation Office.

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Section 4(f) Resources

7 Historic Sites are Inside the Study Area

4 Historic Sites are Inside the Corridors/Crossovers

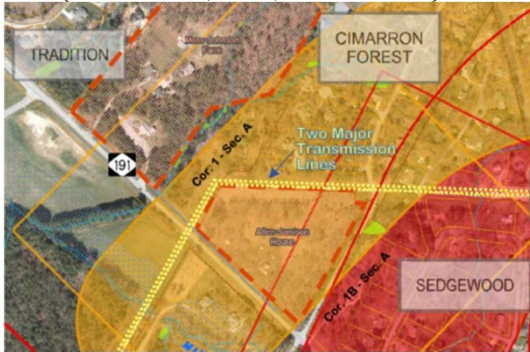
- Moss-Johnson Farm
-  • **Allen-Jamison House (Corridor 1-Section A)**
- Henderson County Home
-  • **Hyder Dairy Farm (Crossover 1 & Corridor 2-B2 (north))**
-  • **Sholtz-Cantrell Estate (Crossover 1, Corridor 2-B2 (north) & Corridor 2-Section B (south))**
-  • **Saint Mary’s Chapel (Corridor 2-Section D)**
- Corn-Rhodes House

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DRAFT: Elimination Recommendations

Coordination with Agency Partners is Upcoming

- Section 4(f) DOT Act Resource Impacts
 - Allen-Jamison House, Corridor 1-Section A, (Alts. 1-6)
 - Sholtz-Cantrell Estate, Corridor 2-Section B (south) (Alts. 14, 19, 20 & 22)



Potential 4(f) Resource Avoidance/Minimization

- Hyder Dairy Farm
 - Corridor 1-Section C



Potential 4(f) Resource Avoidance/Minimization

- Hyder Dairy Farm & Sholtz-Cantrell Estate
 - Crossover 1
 - Corridor 2-Section B2 (north)



Potential 4(f) Resource Avoidance/Minimization

- Saint Mary's Chapel
 - Corridor 2-Section D



DRAFT: Elimination Recommendations

Coordination with Agency Partners is Upcoming

- **Interchanges with N.C. 191 and U.S. 64**
 - All Alternatives
 - Intersections have less impacts and a lower cost than interchanges
 - Intersections achieve LOS of D (or better), 2040 design year peak hours



Project Website

<https://www.ncdot.gov/projects/BalfourParkway/>

Interactive Mapping Tool

<http://rkk.maps.arcgis.com/apps/webappviewer/index.html?id=f0264d48df8d4090b72d8e4784fc3a1e>



**Thank you
for your time
and input for this project.**

