

Balfour Parkway

Comment Period Extended to April 10, 2018

*Proposed new location roadway from N.C. 191 to U.S. 64
Henderson County*



STIP Project No. R-5744

February 27, 2018 Public Meeting

Project Description

The N.C. Department of Transportation (NCDOT) proposes to construct Balfour Parkway, a four-lane, median-divided roadway, to provide a new east-west connection between N.C. 191 (Haywood Road) and U.S. 64 (Chimney Rock Road).

Why is the Project Needed?

The history of Balfour Parkway dates back more than 16 years and is summarized to the right.

Local land features (such as mountains, valleys and streams) have focused both development and major roadways into parallel corridors, running generally north-to-south. I-26 concentrates traffic at a few interchanges and creates an additional east-west barrier to travel across Henderson County.

U.S. 64 combined with U.S. 25 Business and N.C. 191 provide a route for east-west travel. However, U.S. 64 and U.S. 25 Business are routed through downtown Hendersonville along one-way streets and are becoming increasingly congested. A limited number of other roadways allow vehicles to travel east-west through the area; however, these indirect routes include local roads, lower travel speeds, two-lane roadways, multiple turning movements, and an at-grade railroad crossing.

Because of the lack of east-west roadways and physical constraints to travel, motorists take longer/indirect routes, which increases travel time and traffic volumes on main roads. The result is a transportation system with recurring congestion and excessive travel delays. In addition, large trucks do not have an efficient route through the area.

Welcome! – Thank you for participating in tonight’s public meeting.

The purpose of this meeting is to provide information and request your comments about the proposed project, preliminary alternatives, and the planning process.

Balfour Project History

2002-2003	The need for Balfour Parkway was raised to the City of Hendersonville and NCDOT and discussed during the City Council Campaign.
2005	French Broad River MPO 2030 Long Range Transportation Plan
2008	Comprehensive Transportation Plan (CTP) for French Broad River MPO and Rural Areas of Buncombe and Haywood Counties, included as a “highest priority” project
2010	2035 French Broad River MPO Long Range Transportation Plan
2012	French Broad River MPO adopts recommendations for Balfour Parkway
2014	NCDOT Feasibility Study for Balfour Parkway
2015	2040 French Broad River MPO Metropolitan Transportation Plan and NCDOT’s Strategic Planning Office of Transportation (*SPOT) project evaluation (SL 2013-84 legislation)
2016	State Transportation Improvement Program

*<https://www.ncdot.gov/strategictransportationinvestments/>

What is the Purpose of the Project?

The primary purpose of the project is to **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.



“Limited control of access” means that vehicles would be able enter Balfour Parkway at intersections or interchanges with existing streets. There would be no individual driveways along the new roadway.

The new roadway would provide a new interchange along I-26 at least one mile north of the existing U.S. 64 interchange with I-26. An interchange is also planned at U.S. 25 Business which would include a new bridge to provide a grade-separated crossing of the nearby railroad tracks. The type of connections with Balfour Parkway (interchange or intersection) at N.C. 191 and U.S. 64 have not yet been determined.

Balfour Parkway is included in the 2018-2027 North Carolina State Transportation Improvement Program (STIP) as Project Number R-5744:

- Section A (N.C. 191 to U.S. 25 Business)
- Section B (U.S. 25 Business to I-26)
- Section C (I-26 to U.S. 64)

The STIP has allocated funding for Section B. Sections A and C are currently unfunded.

Study Area

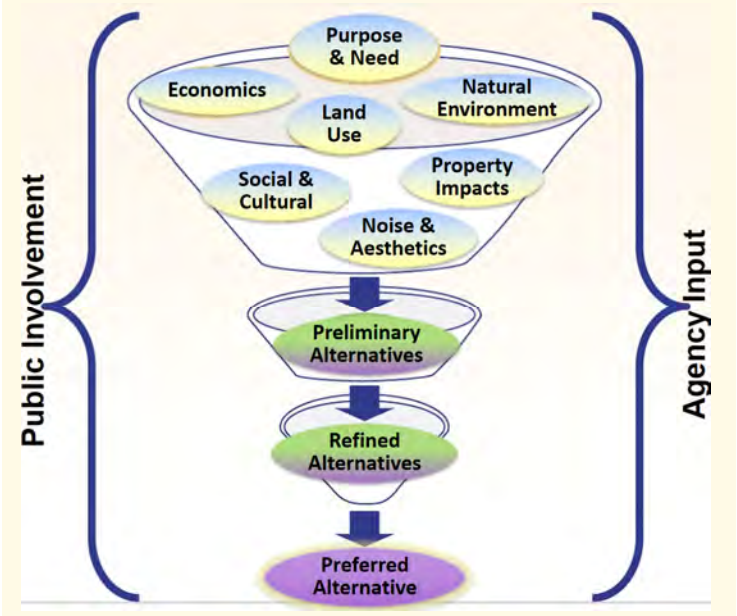
The study area indicates the location where Balfour Parkway could be designed and is shown on **Figure 1**.

- The study area is located north of Hendersonville where development is generally less dense and where a new interchange with I-26 could be located farther from the existing I-26 interchange with U.S. 64. (A minimum 1-mile spacing for interchanges on interstates is required.)
- The study area is also just north of the Berkeley Ball Park (a historic site and recreational resource), a Superfund Site on Smyth Avenue (land contamination associated with the mill) and the Hendersonville Wastewater Treatment Facility.
- In addition, the Henderson County Landfill, Stoney Mountain, and the active mining area of the Vulcan Materials Quarry present considerable constraints to construction of a new roadway and are excluded from the study area.
- The northern study area boundary provides room for a roadway to the north of the features listed above. However, because N.C. 191 and U.S. 64 diverge as they extend northwest and northeast, a new roadway located farther north than the study area boundary would be longer, increasing project impacts and costs. In addition, a large wetland mitigation site is located immediately north of Corridor 1.

Benefits of Balfour Parkway

In addition to improving east-west roadway connectivity for the county, other benefits of the project include reduced travel time, accommodating future growth and a potential reduction in the volume of traffic (including heavy trucks) traveling through downtown Hendersonville.

Planning Process



Project Planning Process & Schedule

The proposed project is following a process outlined by the National Environmental Policy Act (NEPA). NEPA is a law that requires federal agencies to consider the environmental effects of their proposals, document the analysis, and make this information available to the public. An environmental document called an Environmental Assessment (EA) will be prepared for this project. The general planning process is outlined below.



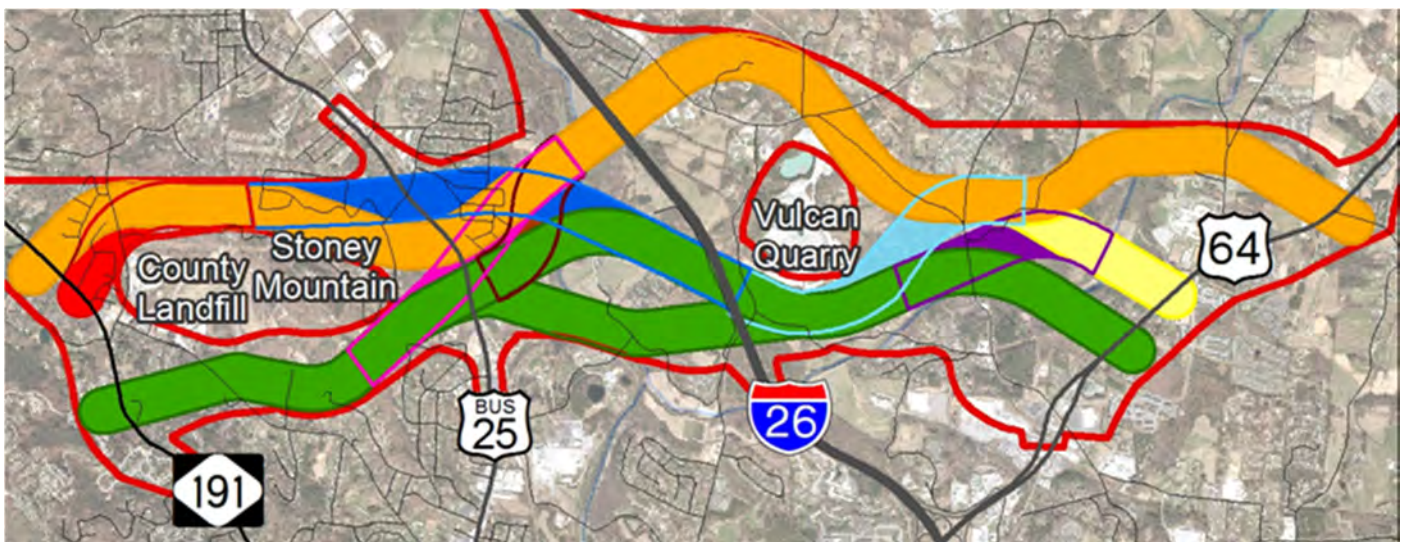
	Major Milestones	Timeframe
	Project Scoping (initial data collection)	Complete
	Identify the Project's Purpose and Need	Complete
	Develop Preliminary Alternatives	In Progress
	Hold Public Meeting	February 2018
	Select Alternatives for Detailed Study & Design	Spring 2018 to Summer 2018
	Conduct Detailed Environmental Analysis	Summer 2018 to Summer 2019
	Prepare Environmental Document	Summer 2019 (FY 2020**)
	Hold Public Hearing	Fall 2019
	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)

*Public involvement opportunities will be provided throughout the planning process. These will include briefings with local officials, public meetings, community group meetings, mailings and updates to the project website.

**The State's FY runs from July 1 in the prior year through June 30 in the same year. For example, FY 2020 begins in July 2019 and ends in June 2020.

Preliminary Alternatives

NCDOT identified 24 preliminary alternatives. The locations of the alternatives are shown with 1,000-foot wide corridors. Within the 1,000-foot wide corridors, roadway right-of-way is anticipated to be approximately 250 feet wide. ***The potential roadway location within a corridor will be determined in future stages of the planning process. Specific project impacts will not be known until more detailed roadway design is complete.***



Two primary corridors are currently proposed to connect N.C. 191 with U.S. 64.

- **Corridor 1** is located north of the Henderson County Landfill, Stoney Mountain, and the Vulcan Materials Company Quarry (referred to as the “rock quarry”).
- **Corridor 2** is located just south of the Henderson County Landfill, Stoney Mountain, and the currently active mining areas for the rock quarry.

Both of these corridors have options for different endpoint locations at N.C. 191 and/or U.S. 64. There are also options for crossing between sections of Corridor 1 and Corridor 2 (both east and west of I-26). Sections of corridors and options are combined to form the 24 preliminary alternatives.

Attached is **Table 1**, which lists the 24 preliminary alternative and shows the sections of corridors and/or crossovers that are combined to form each alternative. The table also lists the resources (such as homes and streams) that are within the 1,000-foot corridor for each preliminary alternative. ***Because the corridors are 1,000 feet wide and the actual roadway right-of-way would be approximately 250 feet wide, the table does not indicate the actual roadway impacts of each preliminary alternative. The roadway will be designed to avoid and minimize impacts to the extent possible.***

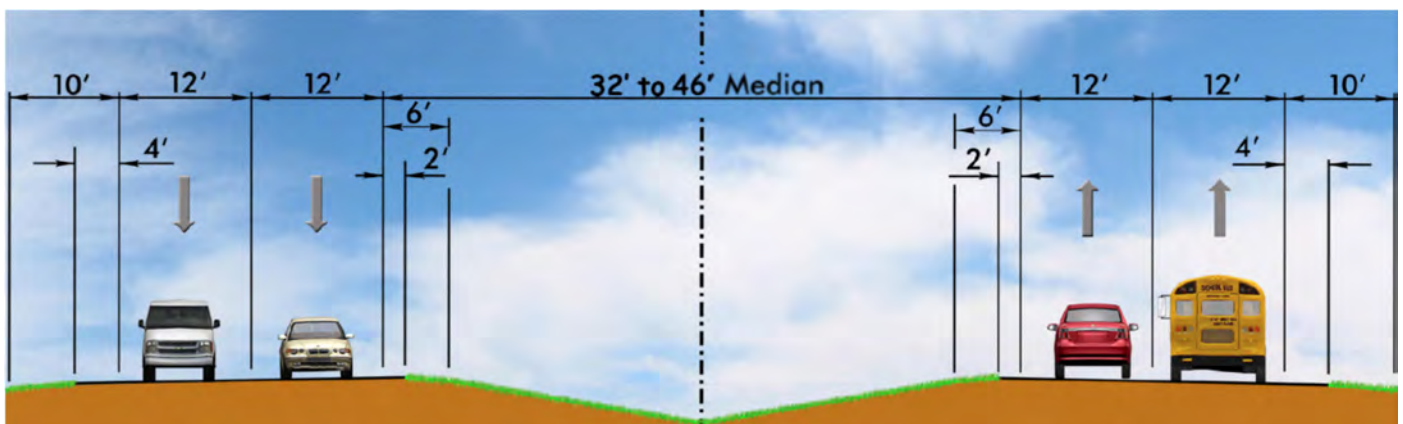
Figure 1 and Table 2 illustrate the 24 preliminary alternatives.

Proposed Roadway Typical Section

Four travel lanes (two in each direction) are needed for traffic operations to accommodate peak-hour traffic volumes through the design year (2040). Traffic volumes in the design year are projected to range from 7,300 to 29,400 vehicles per day along Balfour Parkway. Approximately 9 percent of those vehicles are expected to be trucks.

The draft typical section for Balfour Parkway is illustrated below. Other features, such as a potential multi-use trail, are being considered for the project, pending cost-sharing and maintenance participation by the local government. The posted speed limit for Balfour Parkway is anticipated to be 45 mph and the preliminary alternatives currently range in length from approximately 4.65 to 6.55 miles.

Proposed Balfour Parkway Typical Section



Public Comments & Next Steps

The comments received at today's meeting and those submitted by the comment deadline will be reviewed by the project team and taken into consideration in the next steps of the project planning process.

NCDOT, along with other state and federal agencies, will select alternatives to eliminate and alternatives to study further. The project team currently recommends the **elimination of interchanges with N.C. 191 and U.S. 64** and the **elimination of ten preliminary alternatives** because of unavoidable impacts to historic properties.

- Traffic analysis results indicate at-grade intersections with Balfour Parkway at N.C. 191 and U.S. 64 would accommodate projected traffic volumes. At-grade intersections would have less impact and a lower cost than interchanges.
- The ten preliminary alternatives that include **Corridor 1-Section A** or **Corridor 2-Section B (south)** would impact properties listed in or eligible for listing in the National Register of Historic Places. These historic properties are protected by Section 4(f) of the U.S. Department of Transportation Act of 1966.

Section 4(f) of the U.S. Department of Transportation Act of 1966

stipulates that the Federal Highway Administration will not approve any program or project which requires the use of any publicly-owned park land, recreation area, wildlife or waterfowl refuge, or land of a significant historic site unless there is no feasible and prudent alternative and all possible planning to minimize harm resulting from such use is included.

For More Information

Visit the Balfour Parkway website:

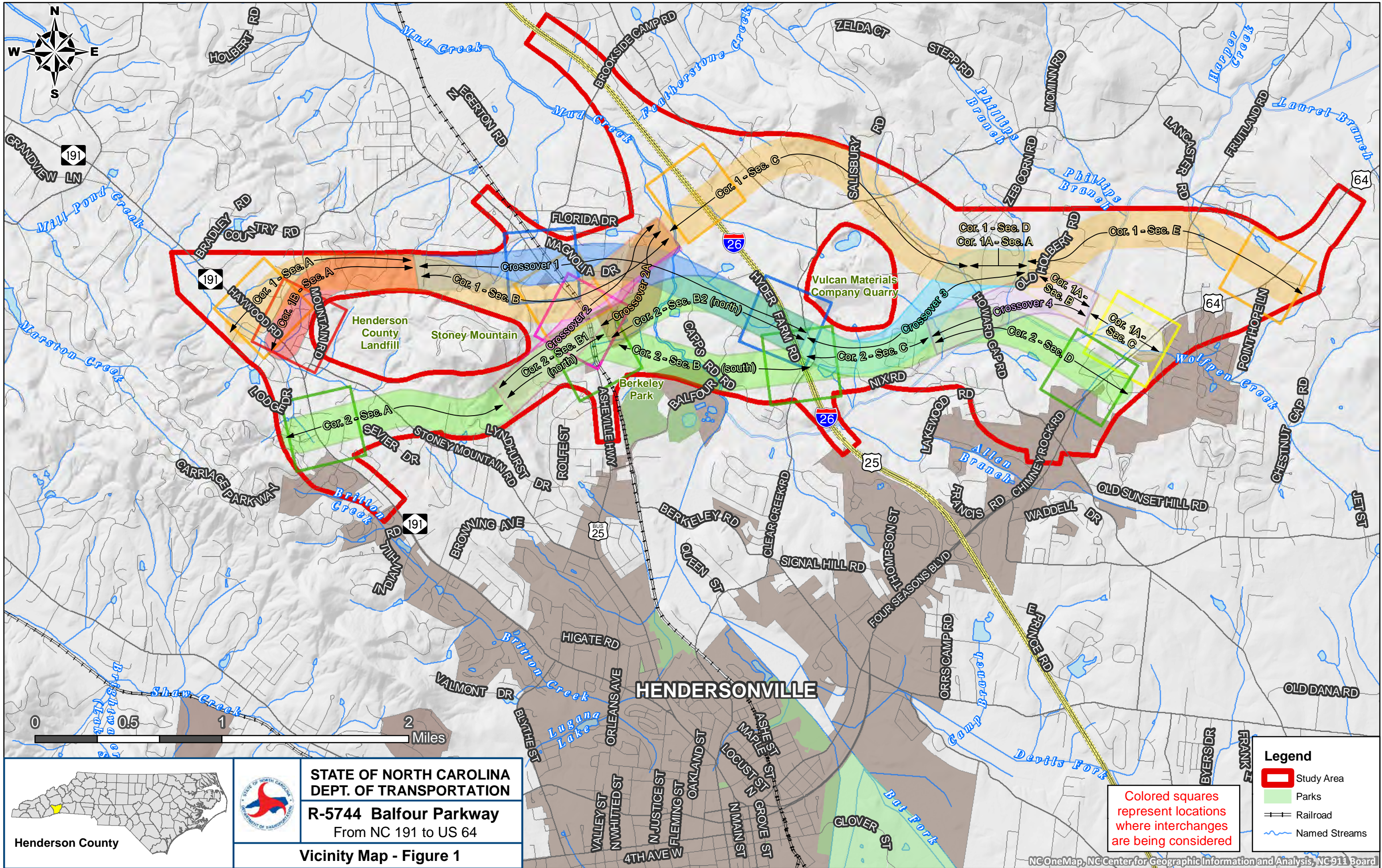
www.ncdot.gov/projects/BalfourParkway

- Learn more about the project.
- Review maps.
- Submit comments.


Balfour Parkway Project Contacts:

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


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Henderson County

	<p>STATE OF NORTH CAROLINA DEPT. OF TRANSPORTATION</p>
	<p>R-5744 Balfour Parkway From NC 191 to US 64</p>
<p>Vicinity Map - Figure 1</p>	

Legend

-  Study Area
-  Parks
-  Railroad
-  Named Streams

Colored squares represent locations where interchanges are being considered

NCOneMap, NC Center for Geographic Information and Analysis, NC911 Board

TABLE 1. SUMMARY OF COMMUNITY AND ENVIRONMENTAL DATA BY PRELIMINARY ALTERNATIVE (1,000-foot corridor width)

Information in this table is **subject to change** and is being used for comparison purposes only. **The data does not represent relocations or other impacts.** Relocations and other impacts will be calculated once preliminary designs are developed.

	STIP Section A NC 191 to U.S. 25 Business	STIP Section B US 25 Business to I-26	STIP Section C I-26 to U.S. 64	Length (miles)	Homes	Businesses	Churches	Neighborhoods	Cemeteries	Underground Storage Tanks	Streams (number)	Streams (linear feet)	Wetlands (number)	Wetlands (acres)	Floodplains (number)	Floodplains (acres)	Historic Sites On or Eligible for the National		
*Alternative 1	Corridor 1 - Sec. A, B, C, D, E			6.55	419	10	1	22	0	2	49	22,115	22	4.85	4	54.54	1		
*Alternative 2	Corridor 1 - Sec. A, B, C		Corridor 1A - Sec. A, B, C	5.78	366	9	1	19	0	2	50	24,124	20	7.14	5	87.27	1		
*Alternative 3	Corridor 1 - Sec. A	Crossover 1	Corridor 2 - Sec. C, D	5.00	301	9	2	14	1	6	35	21,075	15	2.71	3	81.35	4		
*Alternative 4	Corridor 1 - Sec. A	Crossover 1	Corridor 2 - Sec. C	Crossover 4	Corridor 1A - Sec. C	5.23	319	9	1	15	0	6	38	22,377	11	5.64	4	107.6	3
*Alternative 5	Corridor 1 - Sec. A	Crossover 1	Crossover 3	Corridor 1 - Sec. E	6.05	392	10	1	21	0	6	37	20,029	15	3.51	4	47.61	3	
*Alternative 6	Corridor 1 - Sec. A	Crossover 1	Crossover 3	Corridor 1A - Sec. B, C	5.27	342	9	1	18	0	6	38	22,120	13	5.8	5	80.34	3	
Alternative 7	Corridor 1B - Sec. A	Corridor 1 - Sec. B,C,D,E		6.35	429	13	1	22	0	3	46	22,690	25	4.76	4	54.11	0		
Alternative 8	Corridor 1B - Sec. A	Corridor 1 - Sec. B,C	Corridor 1A - Sec. A, B, C	5.58	376	12	1	19	0	3	47	24,699	23	7.05	5	86.84	0		
Alternative 9	Corridor 1B - Sec. A	Crossover 1	Corridor 2 - Sec. C, D	4.80	311	12	2	14	1	7	32	21,650	18	2.62	3	80.92	3		
Alternative 10	Corridor 1B - Sec. A	Crossover 1	Corridor 2 - Sec. C	Crossover 4	Corridor 1A - Sec. C	5.06	332	10	1	16	0	6	32	20,349	15	2.18	4	71.69	2
Alternative 11	Corridor 1B - Sec. A	Crossover 1	Crossover 3	Corridor 1 - Sec. E	5.85	402	13	1	21	0	7	34	20,604	18	3.42	4	47.18	2	
Alternative 12	Corridor 1B - Sec. A	Crossover 1	Crossover 3	Corridor 1A - Sec. B, C	5.07	352	12	1	18	0	6	35	22,695	16	5.71	4	79.91	2	
Alternative 13	Corridor 2 - Sec. A, B1(north), B2(north), C, D			4.65	235	4	1	16	1	3	38	24,931	19	2.28	2	95.75	3		
*Alternative 14	Corridor 2 - Sec. A, B1(north), B(south), C, D			4.90	221	5	1	14	1	2	39	21,488	19	8.12	2	99.88	2		
Alternative 15	Corridor 2 - Sec. A	Crossover 2	Corridor 1 - Sec. C, D, E	6.27	429	8	1	23	0	3	50	25,035	30	5.43	3	83.83	0		
Alternative 16	Corridor 2 - Sec. A	Crossover 2	Corridor 1 - Sec. C	Corridor 1A - Sec. A, B, C	5.50	376	7	1	20	0	3	51	27,044	28	7.72	4	83.83	0	
Alternative 17	Corridor 2 - Sec. A, B1(north), B2(north)	Crossover 3	Corridor 1 - Sec. E	5.70	326	5	0	23	0	3	40	23,885	19	3.08	3	62.01	2		
Alternative 18	Corridor 2 - Sec. A, B1(north), B2(north)	Crossover 3	Corridor 1A - Sec. B, C	4.92	276	4	0	20	0	3	41	25,976	17	5.37	4	94.74	2		
*Alternative 19	Corridor 2 - Sec. A, B1(north), B(south)	Crossover 3	Corridor 1 - Sec. E	5.95	312	6	0	21	0	2	41	20,442	19	8.92	3	66.14	1		
*Alternative 20	Corridor 2 - Sec. A, B1(north), B(south)	Crossover 3	Corridor 1A - Sec. B, C	5.17	262	5	0	18	0	2	42	22,533	17	11.21	3	98.87	1		
Alternative 21	Corridor 2 - Sec. A, B1(north), B2(north), C	Crossover 4	Corridor 1A - Sec. C	4.88	253	4	0	17	0	3	41	26,233	15	5.21	3	122	2		
*Alternative 22	Corridor 2 - Sec. A, B1(north), B(south), C	Crossover 4	Corridor 1A - Sec. C	5.13	239	5	0	15	0	2	42	22,790	15	11.05	3	126.1	1		
Alternative 23	Corridor 2 - Sec. A, B1(north)	Crossover 2A	Corridor 1 - Sec. C, D, E	6.30	440	9	1	25	0	3	52	27,778	28	5.61	3	80.56	0		
Alternative 24	Corridor 2 - Sec. A, B1(north)	Crossover 2A	Corridor 1 - Sec. C	Corridor 1A - Sec. A, B, C	5.53	387	8	1	22	0	3	53	29,787	26	7.9	4	113.3	0	

Please Note: 1) An asterisk (*) indicates an alternative that is **recommended for elimination** based on impacts to Section 4(f) Department of Transportation Act resources (i.e., sites on or eligible for the National Register of Historic Places) that are unavoidable based on the historic sites' location within the 1,000-foot corridor.

2) Data does not include potential interchange locations.

3) Crossover 1 businesses include the Division of Motor Vehicles and Highway Patrol offices.



Please Print

Name:

Email:

Address (including zip code):

Public involvement is an important part of the planning process and NCDOT encourages your involvement on transportation projects. Please consider answering the items below and feel free to attach additional pages if more space is needed to fully explain your thoughts.

- 1) Do you have additional thoughts or questions that were not answered tonight?
- 2) What are the features or resources in the study area that are important to you?
- 3) Do you have any concerns about the project or suggestions for improving the project?
- 4) Which alternatives do you support? Which alternatives do you oppose? Please explain why.

Please submit comments by March 30, 2018 via mail or email.

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Please fold this paper in half and seal at the top if a separate envelope is not used for mailing. Thank you.

TITLE VI PUBLIC INVOLVEMENT FORM

Completing this form is **completely** voluntary. You are not required to provide the information requested in order to participate in this meeting.

Meeting Type: Public Meeting Location: Cascades Mountain Resort, 201 Sugarloaf Road, Hendersonville	Date: February 27, 2018
STIP No.: R-5744 Project Description: Construct a new route (Balfour Parkway) from N.C. 191 (Haywood Road) to U.S. 64 (Chimney Rock Road) north of Hendersonville in Henderson County.	

In accordance with Title VI of the Civil Rights Act of 1964 and related authorities, the North Carolina Department of Transportation (NCDOT) assures that no person(s) shall be excluded from participation in, denied the benefits of, or subjected to discrimination under any of the Department's programs, policies, or activities, based on their race, color, national origin, disability, age, income, or gender.

Completing this form helps meet our data collection and public involvement obligations under Title VI and NEPA, and will improve how we serve the public. Please place the completed form in the designated box on the sign-in table, hand it to an NCDOT official or mail it to the EAU-Human Environment Section, 1598 Mail Service Center, Raleigh, NC 27699-1598.

All forms will remain on file at the NCDOT as part of the public record.

Zip Code: _____ Street Name: _____	Gender: <input type="checkbox"/> Male <input type="checkbox"/> Female
Total Household Income: <input type="checkbox"/> Less than \$12,000 <input type="checkbox"/> \$47,000 – \$69,999 <input type="checkbox"/> \$12,000 – \$19,999 <input type="checkbox"/> \$70,000 – \$93,999 <input type="checkbox"/> \$20,000 – \$30,999 <input type="checkbox"/> \$94,000 – \$117,999 <input type="checkbox"/> \$31,000 – \$46,999 <input type="checkbox"/> \$118,000 or greater	Age: <input type="checkbox"/> Less than 18 <input type="checkbox"/> 45-64 <input type="checkbox"/> 18-29 <input type="checkbox"/> 65 and older <input type="checkbox"/> 30-44
Race/Ethnicity: <input type="checkbox"/> White <input type="checkbox"/> Black/African American <input type="checkbox"/> Asian <input type="checkbox"/> American Indian/Alaskan Native <input type="checkbox"/> Native Hawaiian/Pacific Islander <input type="checkbox"/> Hispanic/Latino <input type="checkbox"/> Other (please specify): _____	Have a Disability: <input type="checkbox"/> Yes <input type="checkbox"/> No National Origin: (if born outside the U.S.) <input type="checkbox"/> Mexican <input type="checkbox"/> Central American: _____ <input type="checkbox"/> South American: _____ <input type="checkbox"/> Puerto Rican <input type="checkbox"/> Chinese <input type="checkbox"/> Vietnamese <input type="checkbox"/> Korean <input type="checkbox"/> Other (please specify): _____

How did you hear about this meeting? (newspaper advertisement, flyer, and/or mailing) _____

For more information regarding Title VI or this request, please contact the NCDOT Title VI Section at (919) 508-1830 or toll free at 1-800-508-1886, or by email at sddickens@ncdot.gov.

Thank you for your participation!

Diane Wilson
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