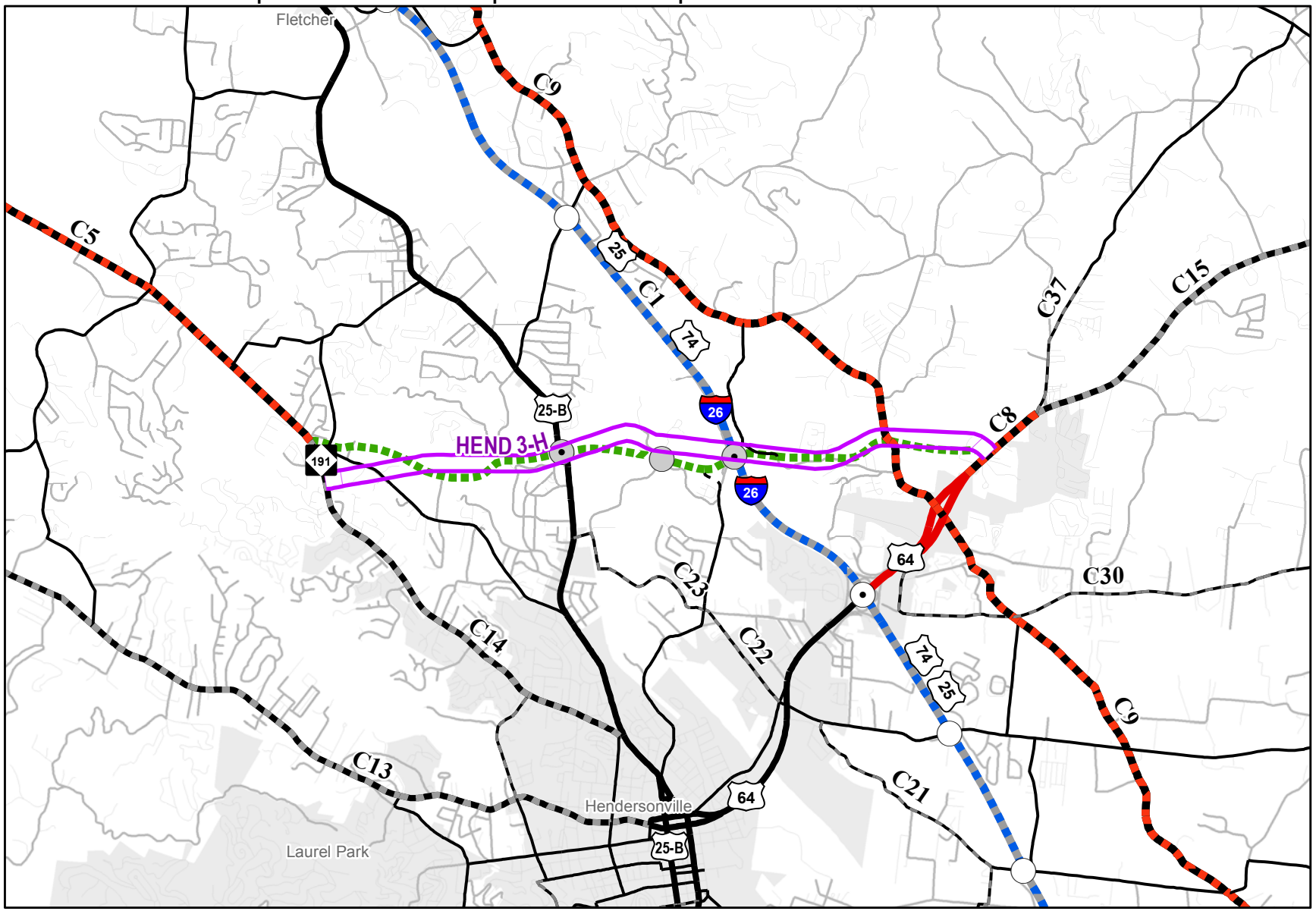
BALFOUR PARKWAY

CTP/MTP: HEND 3-H | SPOT3: H090830 | STIP: R-5744 | CMP?

STATUS: DRAFT STIP

FBRMPO 2040 CTP/MTP MAP



Feet

0 1,800 3,600

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Generated by LOSRC: 4/22/2015

Legend

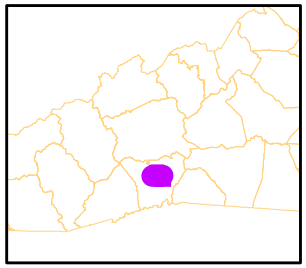
- Highlight

CTP SEPARATION CLASS

- Existing Grade Separation
- Existing Interchange
- Proposed Grade Separation
- Proposed Interchange

CTP CLASSIFICATION

- Boulevards: Existing
- Boulevards: Needs Improvement
- Boulevards: Recommended
- Expressways: Existing
- Expressways: Needs Improvement
- Expressways: Recommended
- Freeways: Existing
- Freeways: Needs Improvement
- Freeways: Recommended
- Minor Thoroughfares: Existing
- Minor Thoroughfares: Needs Improvement
- Minor Thoroughfares: Recommended
- Other Major Thoroughfares: Existing
- Other Major Thoroughfares: Needs Improvement
- Other Major Thoroughfares: Recommended



PROJECT DESCRIPTION: Balfour Parkway - Construct New 4-lane Expressway, Hendersonville (SPOT 2)

FROM NC 191 TO US 64 (EAST OF I-26) (CTP TERMINI)
FROM TO (LRTP TERMINI)
FROM NC 191 (Brevard Road) TO US 64 (SPOT TERMINI)
FROM X TO X (TIP TERMINI)
EXISTING X-§ 0, 1LANE PER DIRECTION TWLTL, 35MPH
FUTURE X-§ 4C, 4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders (SPOT 3)
COMPLETE STREET RECCOMENDED: Rural Parkway MUP both sides
SPONSOR: , COST EST $ 222793000 (SPOT 3)

LAND OF SKY REGIONAL COUNCIL

FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION

CTP_MTP_ID: HEND 3-H

BALFOUR PARKWAY

SPOT3_ID: H090830

TIP_ID: R-5744

MTP_FROM: NC 191 NORTH OF STONY MTN RD

TO: US 64 NORTH OF NIX RD

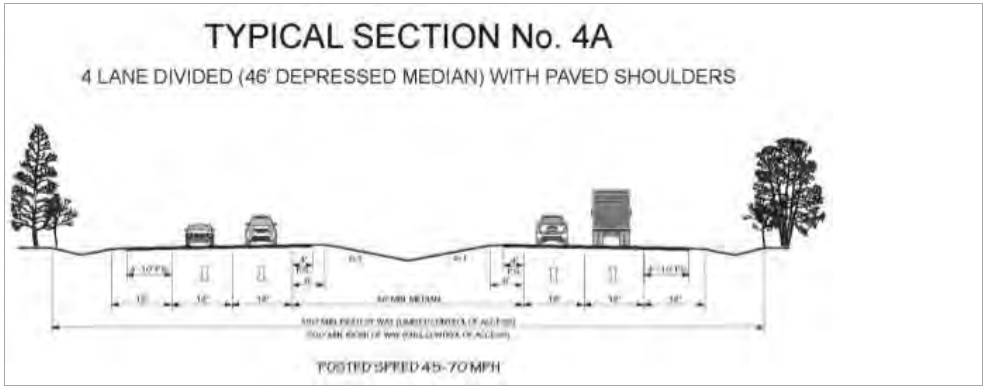
PROJECT DESCRIPTION: Balfour Parkway - Construct New 4-lane Expressway, Hendersonville

SOURCE: SPOT 2

Miles	CTPPriority	LRTP_TIER	OriginatorSponsor	EST_COST	COST_SOURCE
4.610	HIGHEST	3		$156,200,000	2015-2025 STIP

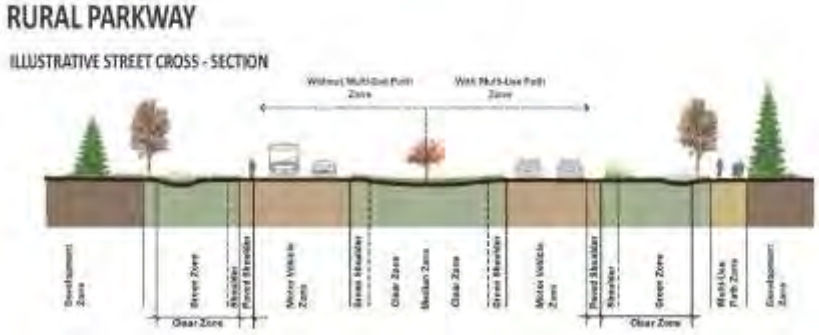
Current X-Section (based on statewide typical section)

Future X-Section (based on statewide typical-For SPOT)



Existing Conditions Photo

Complete Street Recommendation (based on statewide typical section/Local Pla



FBRMPO Complete Street Recomended Cross Section: Rural Parkway MUP both sides

EXISTING CROSS-SECTION: 0

EXIST_DESC: 1LANE PER DIRECTION TWLTL, 35MPH

FUTURE CROSS SECTION: 4A

FUTUR_DESC: New Location, 2LANE PER DIRECTION Undivided, 55MPH

FUTURE X § SOURCE DO: SPOT 3

FUTUR_SRC: SPOT 2

COMMENTS: $137,767,000 in stip out years--that is 88% of the project funding.

CTP_MTP_ID: HEND 3-H

BALFOUR PARKWAY

SPOT3_ID: H090830

TIP_ID: R-5744

MTP_FROM: NC 191 NORTH OF STONY MTN RD

TO: US 64 NORTH OF NIX RD

PROJECT DESCRIPTION: Balfour Parkway - Construct New 4-lane Expressway, Hendersonville

SOURCE: SPOT 2

SPOT2_SCOR	16.41	STATUS	HORIZON 3	COUNTY	HENDERSON	ProjReqTyp	HIGHWAY	FedFunctionClass		WBS_EL	
SPOT3_STATEWIDE Total	N/A										
SPOT3_REGIONAL Total	N/A	REGIONAL SCORES: Data	N/A	MPO/RPO Points	0.00	NCDOT_Points	0.00				
SPOT3_DIVISION Total	45.16	DIVISION SCORES: Data	20.16	MPO/RPO Points	100.00	NCDOT_Points	0.00				

Purpose and Need Statement (from CTP)

Local topography has “channelized” both development and major transportation facilities (I-26, US 25 Business, US 176, NC 191, NC 225, Howard Gap Road, etc.) into a number of parallel corridors, running generally northwest-to-southeast. Because of the physical constraints to travel in the perpendicular direction (northeast-southwest), these trips must often take very indirect routes, increasing mainline traffic volumes, conflicting turning movements, and total VMT and VHT. The result is an inefficient transportation system, with recurring congestion and excessive delays. Although I-26 is an essential component of the regional transportation system, it complicates the solution of the problem described above. By its design as a high-speed, limited-access facility, it concentrates traffic (and development) at a few critical interchanges, while creating an additional barrier to northeast-southwest travel across the county. As Henderson County continues to grow, traffic on Martin Luther King Boulevard will become increasingly congested. A substantial portion of this traffic will not want or need to be on this portion of US 64, but will have no other choice for getting to its desired destination. Balfour Parkway substantially reduces travel demand through this bottleneck, providing a more direct route to destinations between the US 64 and US 25 interchanges on I-26, as well as for east-west trips crossing I-26.

Volumes on the completed Balfour Parkway are estimated at over 31,700 vpd in 2030.

CTP Recommendation

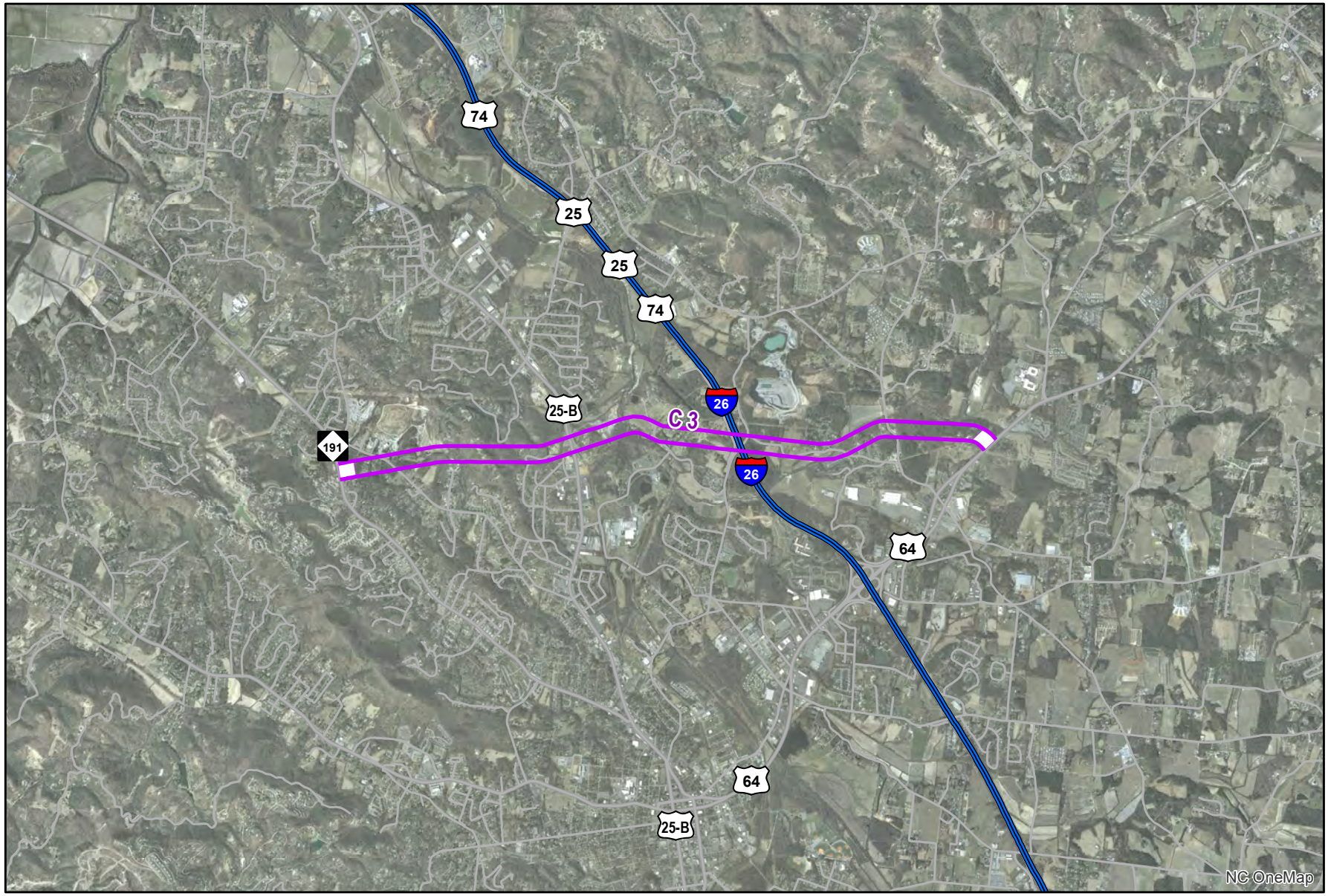
Construct 4-lane expressway, connected to I-26 via a new interchange near Brookside Camp Rd. On the west, Balfour Parkway would ultimately terminate at an intersection or interchange with NC 191 near Mountain Road. An interchange with US 25 Business would also provide a grade-separated crossing of the railroad tracks. This interchange could also be considered as an interim or alternative western terminus. To the east, there would be an at-grade intersection with Howard Gap Road, with a terminus at US 64 near Fruitland Road. The nature of this intersection is yet to be determined. This project should be coordinated with projects C1, C5, C8, C9 and C14. This project was previously identified in the LRTP.

CTP From	NC 191	TO	US 64 (EAST OF I-26)
SPOT_FROM	NC 191 (Brevard Road)	TO	US 64
TIP_FROM	NC 191 (Brevard Road)	TO	US 64

BALFOUR PARKWAY

CTP/MTP: HEND 3-H | SPOT3: H090830 | STIP: R-5744 | CMP? **STATUS: DRAFT STIP**

TIP PRIORITIZATION (SPOT) MAP



Feet
0 1,900 3,800

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SPOT Scores are the quantitative portion only and do not reflect local or division points.

Legend

- Project
- **NC_SHCs**
- **Future Facility**
- Freeway
- Expressway
- Boulevard
- Other
- Pending Development

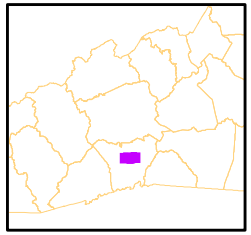
Statewide Score: N/A | Region Score: N/A | Division Score: 20.16

PROJECT DESCRIPTION: Balfour Parkway - Construct New 4-lane Expressway, Hendersonville (SPOT 2)

FROM NC 191 TO US 64 (EAST OF I-26) (CTP TERMINI)
FROM NC 191 (Brevard Road) TO US 64 (SPOT TERMINI)
EXISTING X-§ 0, 1LANE PER DIRECTION TWLTL, 35MPH
FUTURE X-§ 4C, 4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders (SPOT 3)
Congestion Score: 60.48 || Travel Time Savings Score: 7.57 || Safety Score: 65.47 || MultiModal Score: 4.68 || Economic Score: N/A
Access Score: N/A Lane WidthScore: N/A || Shoulder Width Score: N/A || MPO/RPO: French Broad River MPO, ,
SPONSOR: , COST EST $ 222793000 (SPOT 3)

LAND OF SKY REGIONAL COUNCIL

FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION
A PROGRAM OF LAND OF SKY

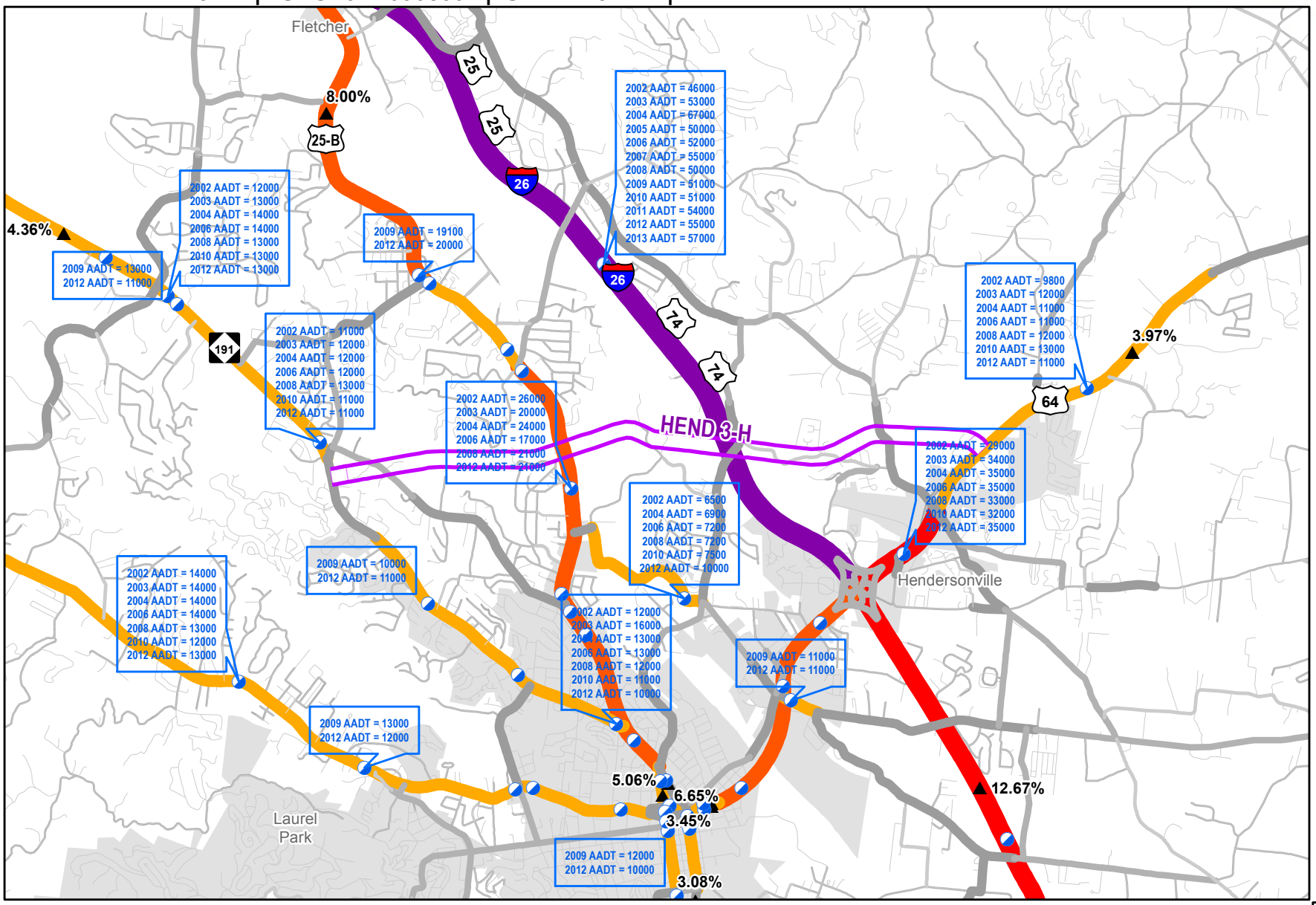


BALFOUR PARKWAY

CTP/MTP: HEND 3-H | SPOT3: H090830 | STIP: R-5744 | CMP?

STATUS: DRAFT STIP

2013 Annualized Average Daily Traffic (AADT) MAP



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N

Generated by LOSRC: 5/29/2015

Feet

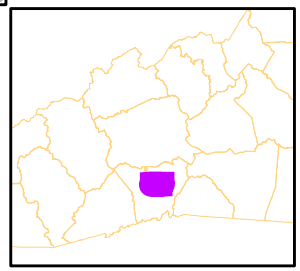
0 1,800 3,600

AADT=Annualized Average Daily Traffic; VC Station Label = Truck Percentage

- 2013 AADT STATIONS
- VC Stations (% Freight)
- Highlight
- 0 - 499
- 500 - 1,999
- 2,000 - 4,999
- 5,000 - 9,999
- 10,000 - 19,999
- 20,000 - 34,999
- 35,000 - 54,999
- 55,000 - 84,999
- 85,000 - 250,000
- NCDOT Roads
- County Boundary
- Major Hydrography
- Municipal Boundaries

LAND OF SKY REGIONAL COUNCIL

FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION
A PROGRAM OF LAND OF SKY

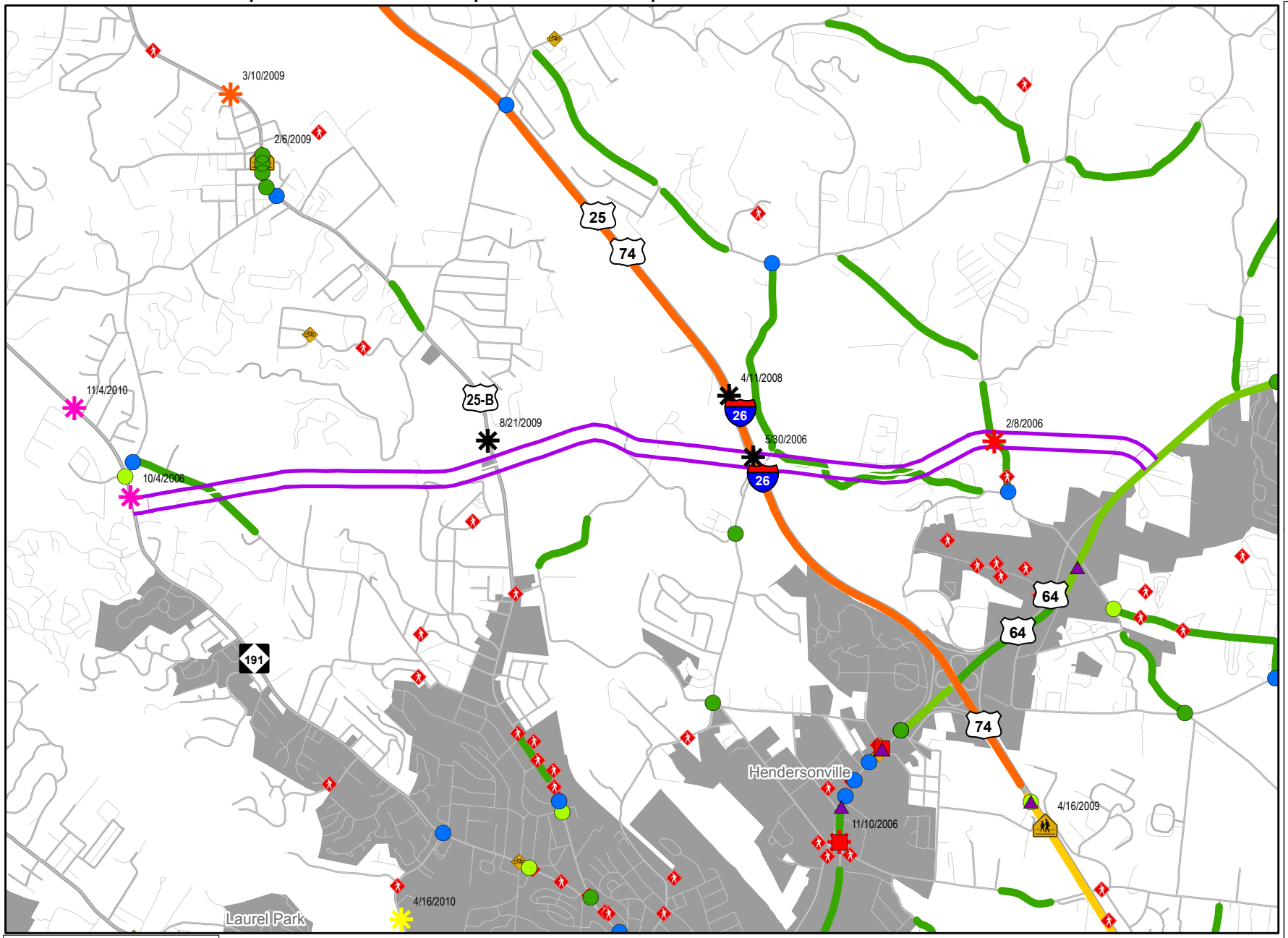


BALFOUR PARKWAY

CTP/MTP: HEND 3-H | SPOT3: H090830 | STIP: R-5744 | CMP?

STATUS: DRAFT STIP

2013 CRASH MAP
FBRMPO



INTERSECTIONS

Crash Count
- 4.00000 - 9.00000
- 10.00001 - 19.00000
- 20.00001 - 29.00000
- 30.00001 - 39.00000
- 40.00001 - 49.00000
- 50.00001 - 281.00000

- Ped Crashes-Detail
- Bike Crashes-Detail

NCDOT Crash Data
- No Type Defined
- PARKED MOTOR VEHICLE
- BACKING UP
- RR TRAIN, ENGINE
- ANIMAL
- FIXED OBJECT
- MOVABLE OBJECT
- PEDALCYCLIST
- JACKKNIFE
- PEDESTRIAN
- HEAD ON
- ANGLE
- LEFT TURNS
- RIGHT TURNS
- REAR END
- SIDESWIPES
- OVERTURN/ROLLOVER
- RAN OFF ROAD
- OTHER NON-COLLISION
- OTHER COLLISION W/VEHICLE
- UNKNOWN
- Project

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- Project
- NCDOT Roads
- MPO Major Roads Primary Labels
- County Boundary
- Major Hydrography
- Municipal Boundaries

Crashes Per Segment
- 4.00000 - 9.00000
- 10.00001 - 19.00000
- 20.00001 - 29.00000
- 30.00001 - 39.00000
- 40.00001 - 49.00000
- 50.00001 - 667.00000

N

Feet
0 880 1,760

Generated by LOSRC: 4/21/2015

LAND OF SKY REGIONAL COUNCIL

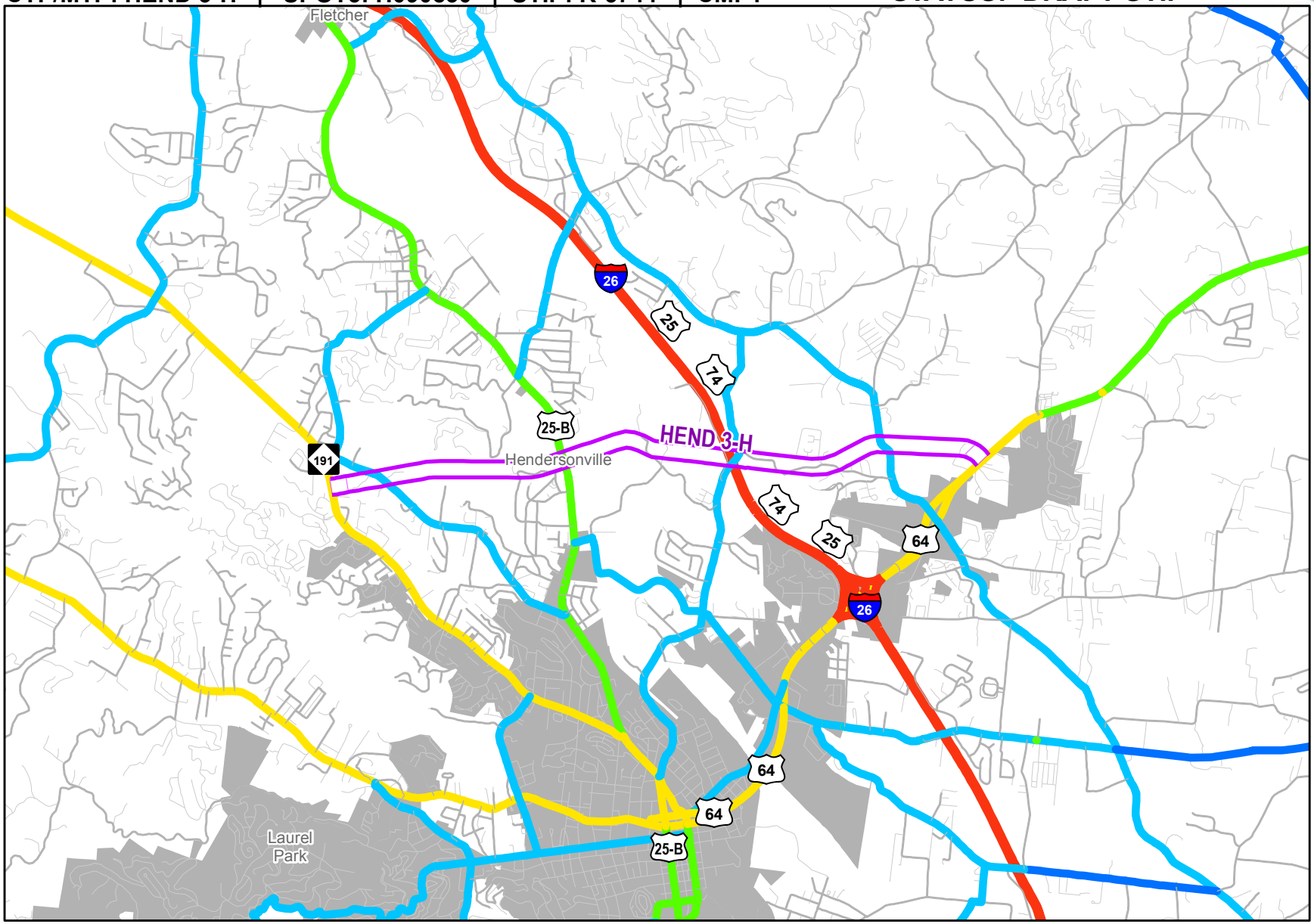
FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION

BALFOUR PARKWAY

CTP/MTP: HEND 3-H | SPOT3: H090830 | STIP: R-5744 | CMP?

STATUS: DRAFT STIP

FUNCTIONAL CLASS MAP
FBRMPO 2015



Feet
0 1,900 3,800

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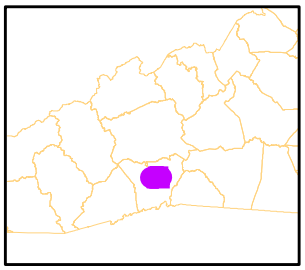
Functional Class:
New Location

Project
County Boundary
Major Hydrography
Municipal Boundaries

FunctionClassFromRoadCharacteristics
Federal Functional Class
1-Principal Arterial-Interstate
2-Principal Arterial-Other Freeway/Expressway
3-Other Principal Arterial
4-Minor Arterial
5-Major Collector
6-Minor Collector
7-Local

Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of traffic service that they are intended to provide. There are three highway functional classifications: arterial, collector, and local roads. All streets and highways are grouped into one of these classes, depending on the character of the traffic (i.e., local or long distance) and the degree of land access that they allow.

LAND OF SKY REGIONAL COUNCIL
FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION

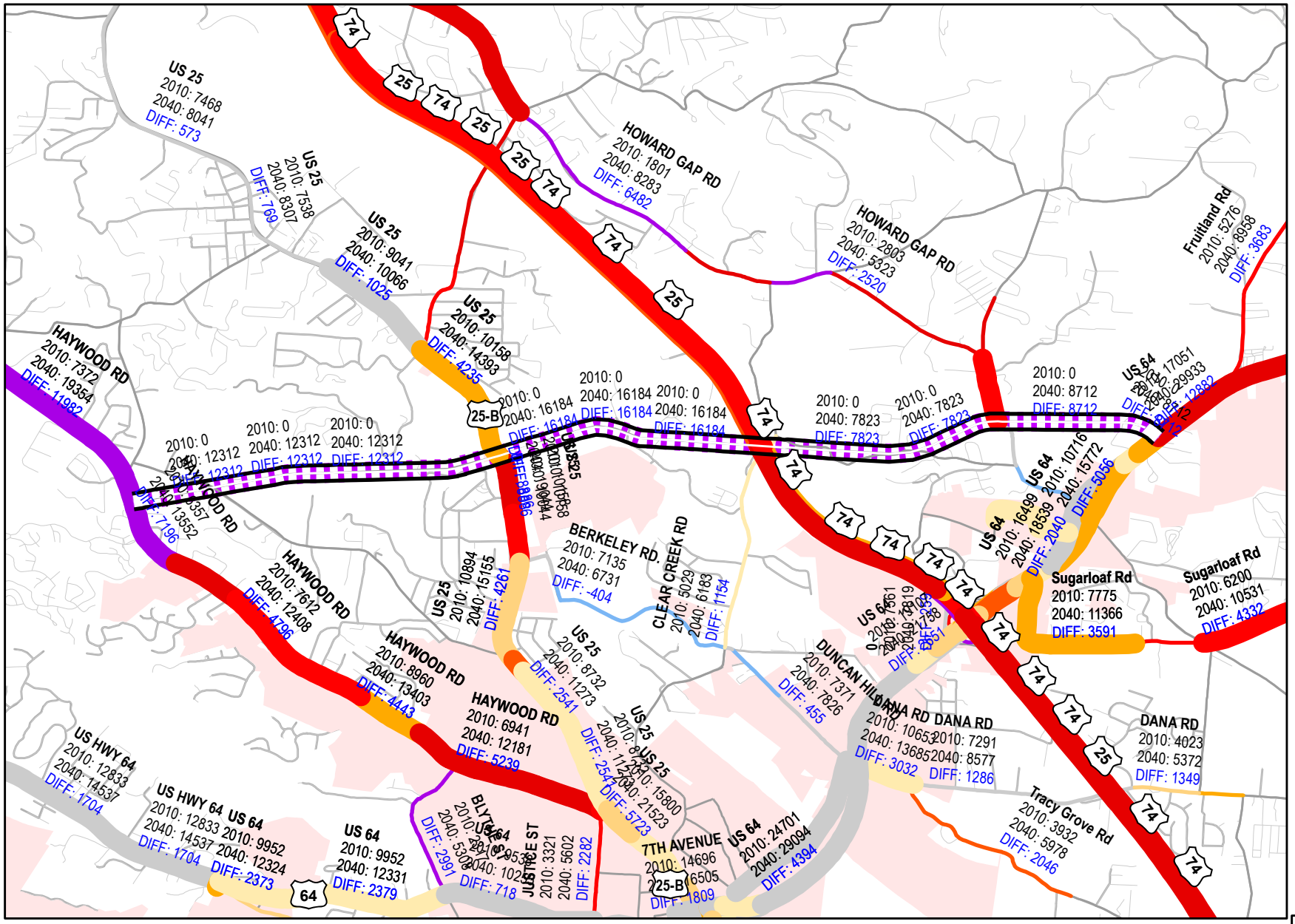


BALFOUR PARKWAY

CTP/MTP: HEND 3-H | SPOT3: H090830 | STIP: R-5744 | CMP?

STATUS: DRAFT STIP

FBRMPO 2040 MODELED TRAFFIC MAP



Feet

0 1,400 2,800

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Generated by LOSRC: 4/21/2015

Project

2040 AADT >=10000, % Change 2010 to 2014

- -1.00022127 - 0.000000000
- 0.000000000 - 0.200000000
- 0.200000001 - 0.300000000
- 0.300000001 - 0.400000000
- 0.400000001 - 0.500000000
- 0.500000001 - 0.600000000
- 0.600000001 - 0.750000000
- 0.750000001 - 1.00000000
- 1.00000001 - 1234.06263

2040 AADT >=5000, % Change 2010 to 2014

- -1.00022127 - 0.000000000
- 0.000000000 - 0.200000000
- 0.200000001 - 0.300000000
- 0.300000001 - 0.400000000
- 0.400000001 - 0.500000000
- 0.500000001 - 0.600000000
- 0.600000001 - 0.750000000
- 0.750000001 - 1.00000000
- 1.00000001 - 1234.06263
- Network 2040 AADT < 5000

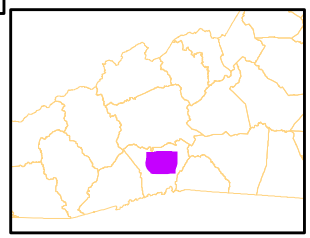
New Location Projects

- New Location Projects
- MPO_RPO_CountyBoundaries

This map depicts the percentage change of traffic based on the FBRMPO Travel Demand Model. The model is based on a select network of roads and assumes the improvements in the current Metropolitan Transportation Plan are in place by 2040. The labels show the 2010 model foundation year traffic, the 2040 traffic, and the difference between the 2.

LAND OF SKY REGIONAL COUNCIL

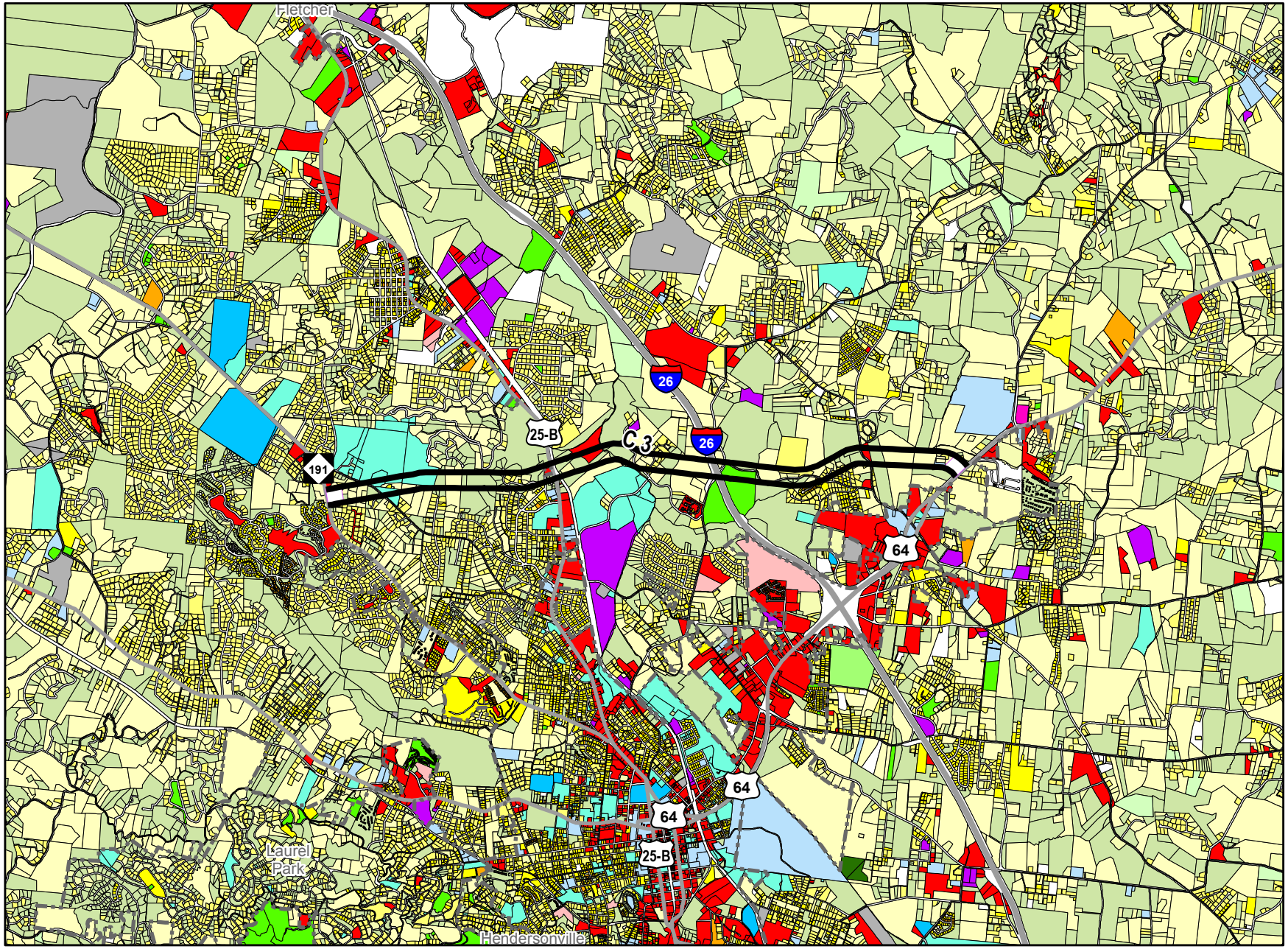
FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION



BALFOUR PARKWAY

CTP/MTP: HEND 3-H | SPOT3: H090830 | STIP: R-5744 | CMP? **STATUS: DRAFT STIP**

FBRMPO 2010 EXISTING LAND USE MAP



Feet

0 1,900 3,800

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N

Existing Land Use is derived from 2010 tax appraisal data and is linked to land use categories that were used with the Triangle Regional Model and are tied to the the 1991 Triangle travel behavior survey.

Highlight

MPO Major Roads Primary Labels

Existing Land Use From Tax Data

unknown/error

Travel Model Use Categories

CAMP

FARM
Rural Residential
Very Low Density Res
Low Density Red
MedLow Density Red
Medium Density Res

MedHigh Res
High Density Res
Very High Dens Res
Ultra High Dens Red
Group Quarters
Mixed Use

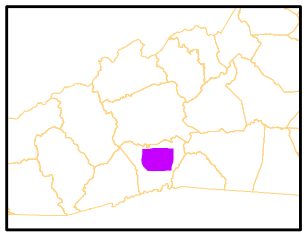
LODGING
CIVIC
GOV
SCHOOL
HOSPTL
OFFICE

SERVICE
RETAIL
MALL
IND
SPECIAL
Right of Way

UTILITY
Parks & Green
Protected Natural
VACANT
WATER

LAND OF SKY REGIONAL COUNCIL

FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION

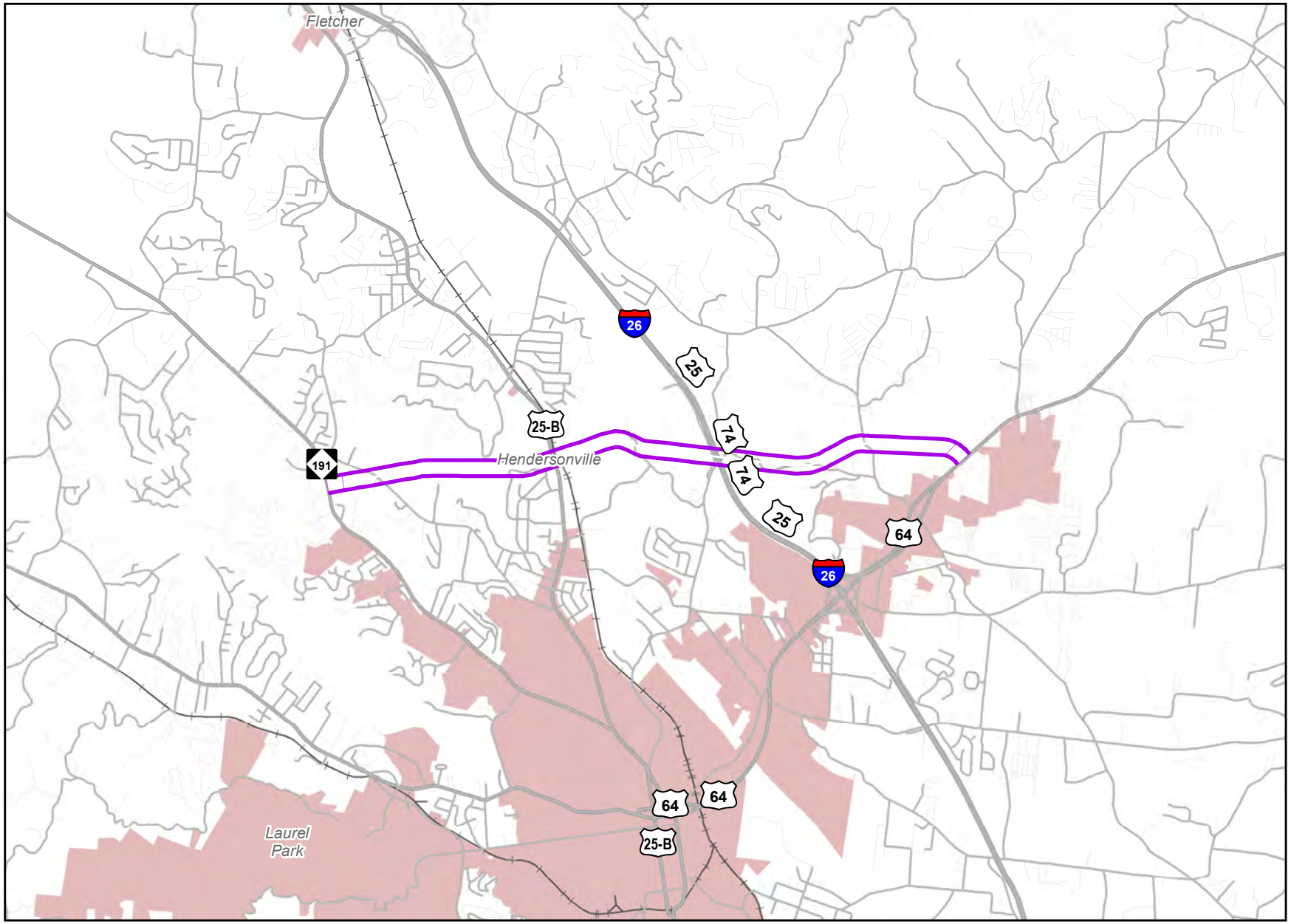


BALFOUR PARKWAY

CTP/MTP: HEND 3-H | SPOT3: H090830 | STIP: R-5744 | CMP?

STATUS: DRAFT STIP

FBRMPO 2015 PENDING DEVELOPMENT MAP



Feet

0 1,900 3,800

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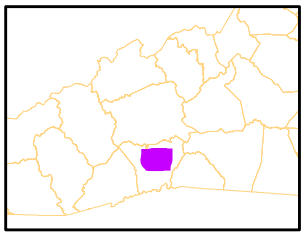
Generated by LOSRC: 4/21/2015

N

Pending developments are current as of January 2015 and were used to supplement the 2010 existing land use data from tax records for model base year data about population and employment.

- Project
- Pending Developments
- Pending Development Parcels
- Counties
- Railroads
- Municipal Boundaries

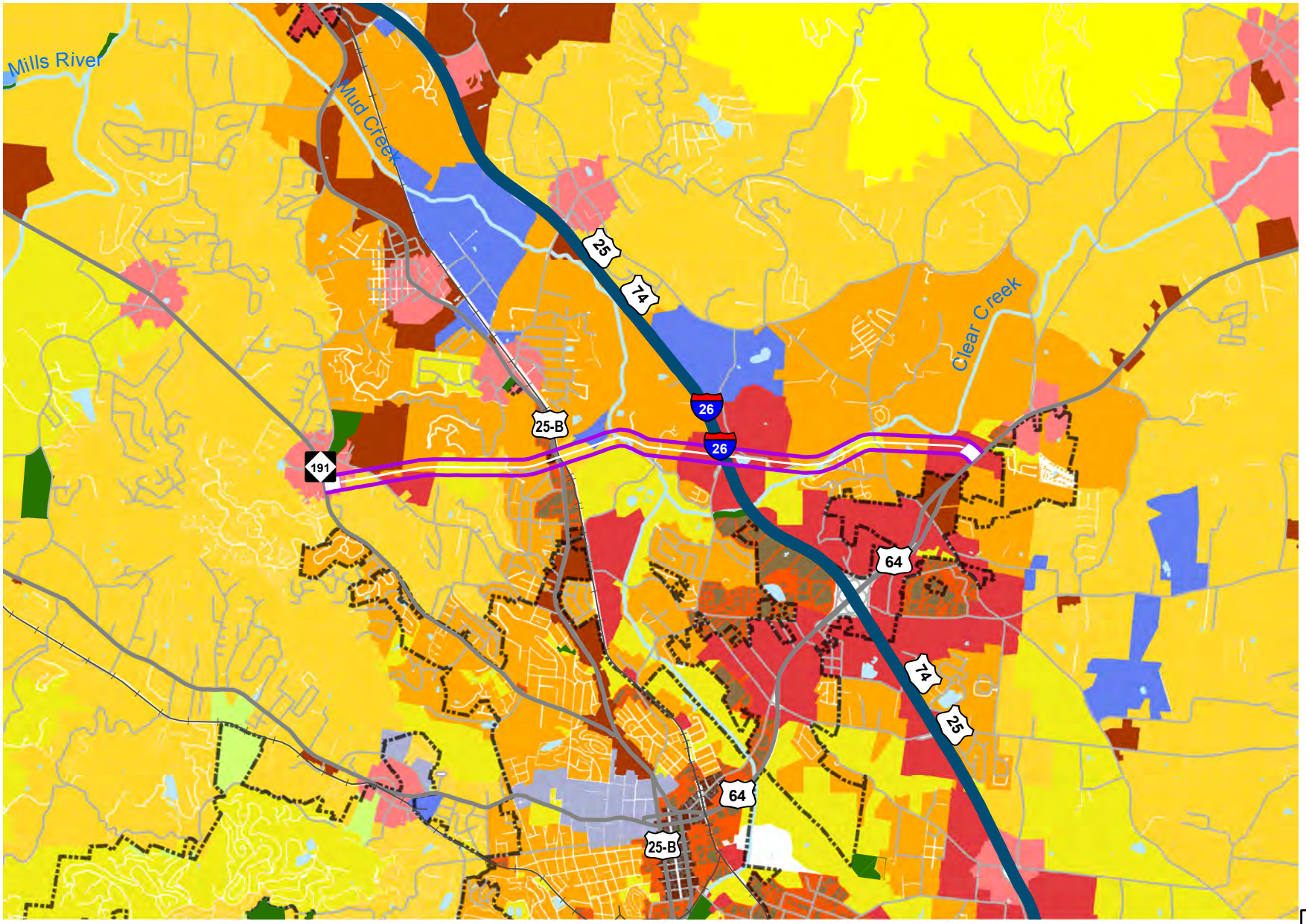


BALFOUR PARKWAY

CTP/MTP: HEND 3-H | SPOT3: H090830 | STIP: R-5744 | CMP?

STATUS: DRAFT STIP

FBRMPO GENERALIZED FUTURE LAND USE



Feet

0 1,800 3,600

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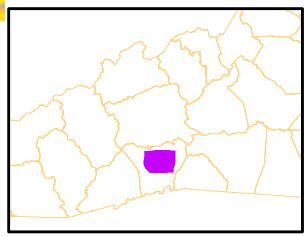
Generated by LOSRC: 4/21/2015

Future Land Use is derived from existing approved plans, studies, and land use controls in place where no plans or studies exist. Categories of disparate plans were condensed and generalized in order to compare plans to one another.

N

- Project
- OS - Open Space
- WSW - Water Supply Watershed or HQ/ORW
- OU - Rural Open Use
- SOU - Suburban Open Use
- VLRES - Very Low Density Residential
- LRES - Low Density Residential
- MLRES - Medium Low Density Residential
- MRES - Medium Density Residential
- MHRES - Medium High Density Residential
- HRES - High Density Residential
- VHRES - Very High Density Residential
- RCOM - Rural Commercial
- COM - Commercial
- INST - Institutional
- IND - Industrial
- INDMU - Industrial Mixed Use
- CMU - Commercial Mixed Use
- VMU - Village Mixed Use
- HDMU - High Density Mixed Use
- DTMU - Downtown Mixed Use

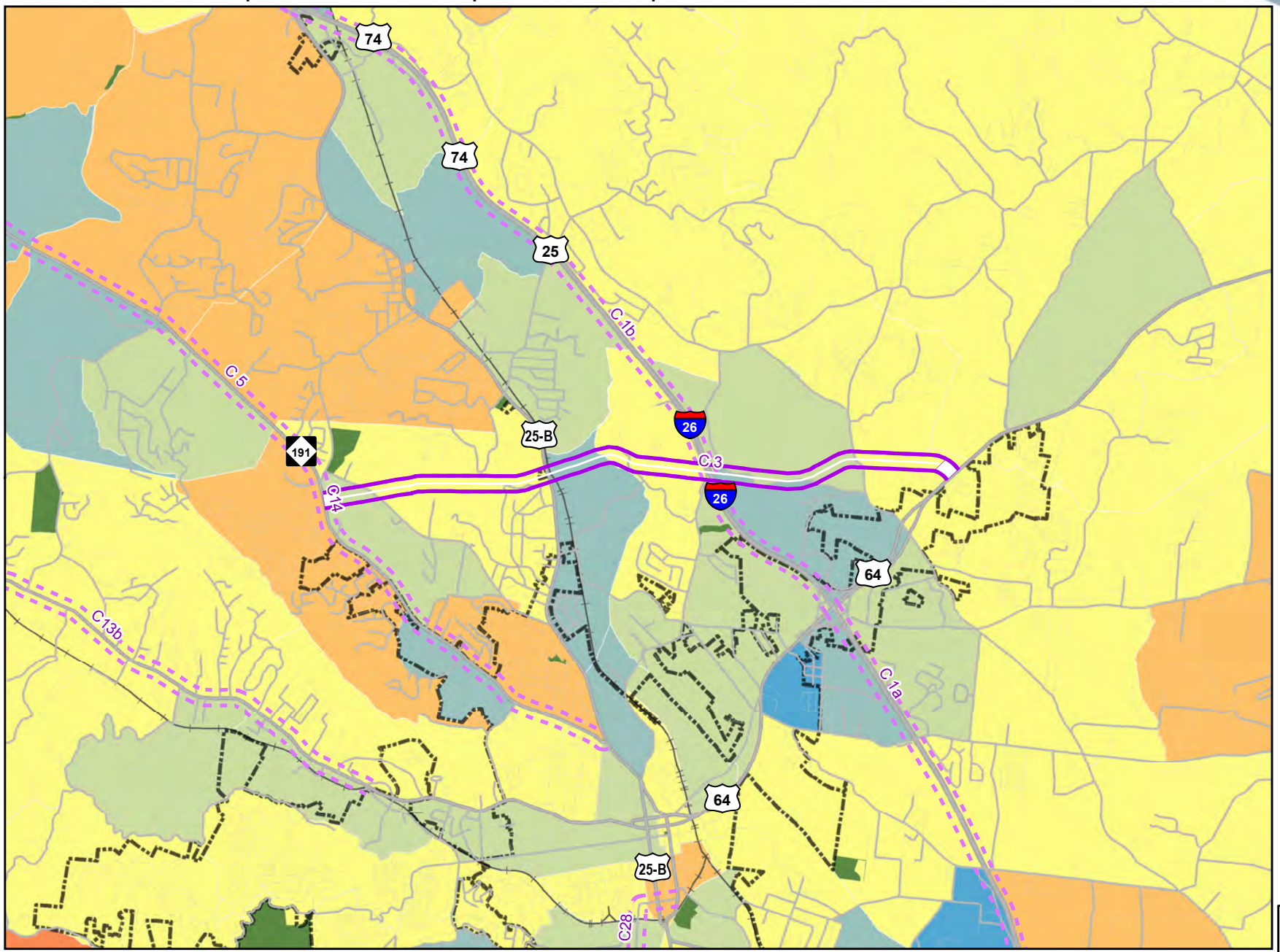


BALFOUR PARKWAY

CTP/MTP: HEND 3-H | SPOT3: H090830 | STIP: R-5744 | CMP?

STATUS: DRAFT STIP

2040 TRAFFIC ANALYSIS ZONE DWELLING UNIT FORECAST



Feet

0 1,900 3,800

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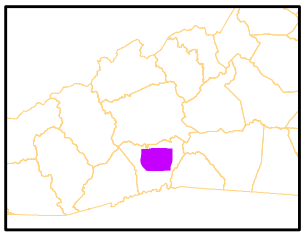
Generated by LOSRC: 4/22/2015

- Project
- Adjacent Projects

DU Growth % 2010-2040

- 0.00 - 25.00
- 25.01 - 50.00
- 50.01 - 100.00
- 100.01 - 250.00
- 250.01 - 500.00
- 500.01 - 750.00
- 750.01 - 1200.00
- Municipal Boundaries
- Railroads

N



Dwelling unit (DU) forecasts were done using land use and population as a foundation, and market & regulatory conditions to predict the geographic distribution of changes. The Business As Usual (BAU) scenario of the GroWNC project is the basis of the final forecast.

LAND OF SKY REGIONAL COUNCIL

FRENCH BROAD RIVER METROPOLITAN PLANNING ORGANIZATION

BALFOUR PARKWAY

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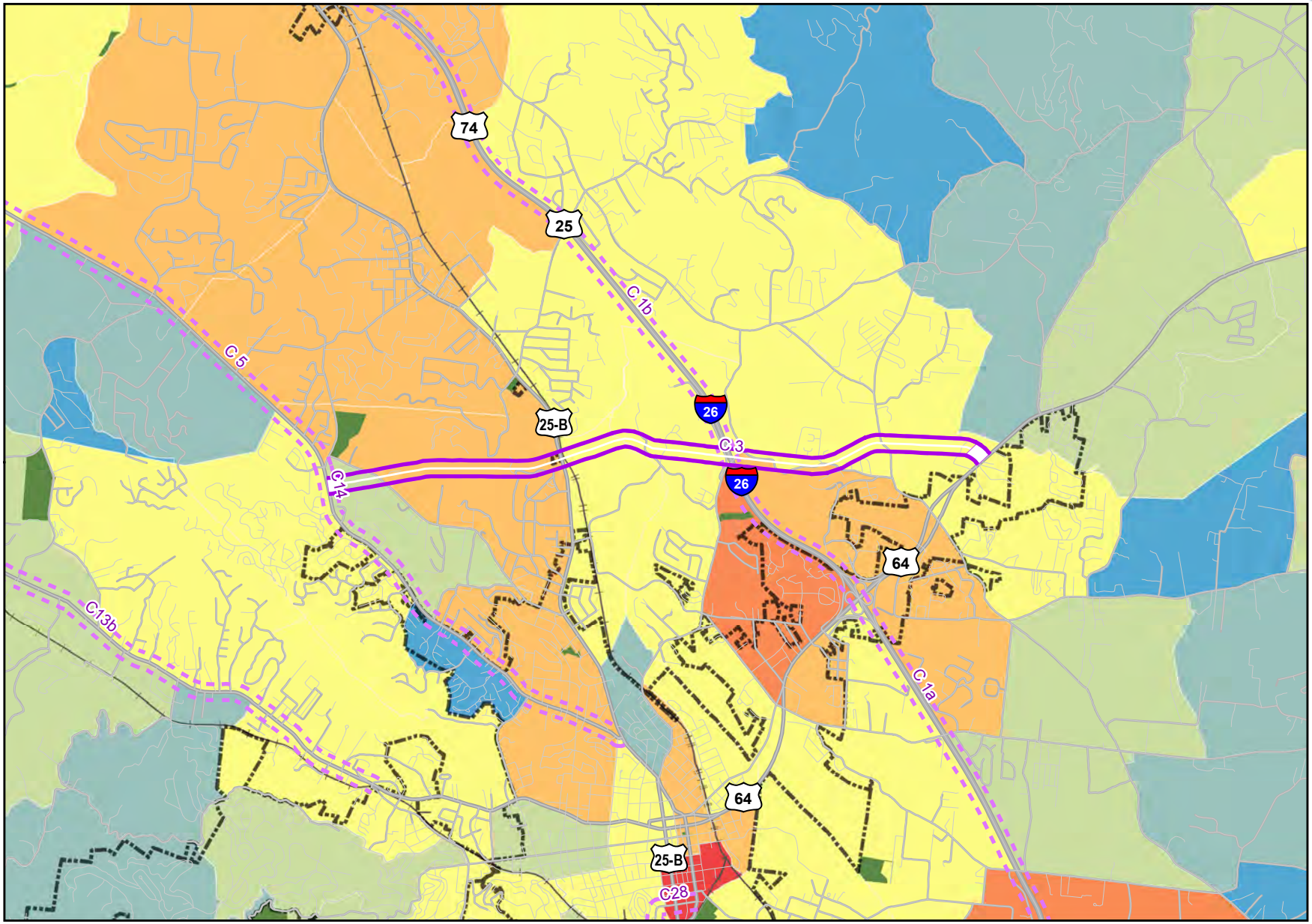
STATUS: DRAFT STIP

2040 TRAFFIC ANALYSIS ZONE EMPLOYMENT FORECAST



Feet

0 1,800 3,600

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Generated by LOSRC: 4/22/2015

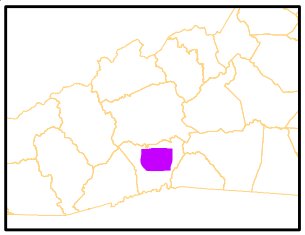
Employment forecasts were done using land use and geographically referenced employment data from InfoUSA (and verified/corrected my MPO staff) as a foundation. Market & regulatory conditions were used to predict the geographic distribution of changes.
The Business As Usual (BAU) scenario of the GroWNC project is the basis of the final forecast. This method captures aggregate trends, but will not predict new, major employers in specific locations.

N

Employment Growth by TAZ 2010-2014 (# of new employees)

Project
Adjacent Projects

0 - 25
26 - 50
51 - 100
101 - 250
251 - 500
501 - 750
751 - 1069



BALFOUR PARKWAY

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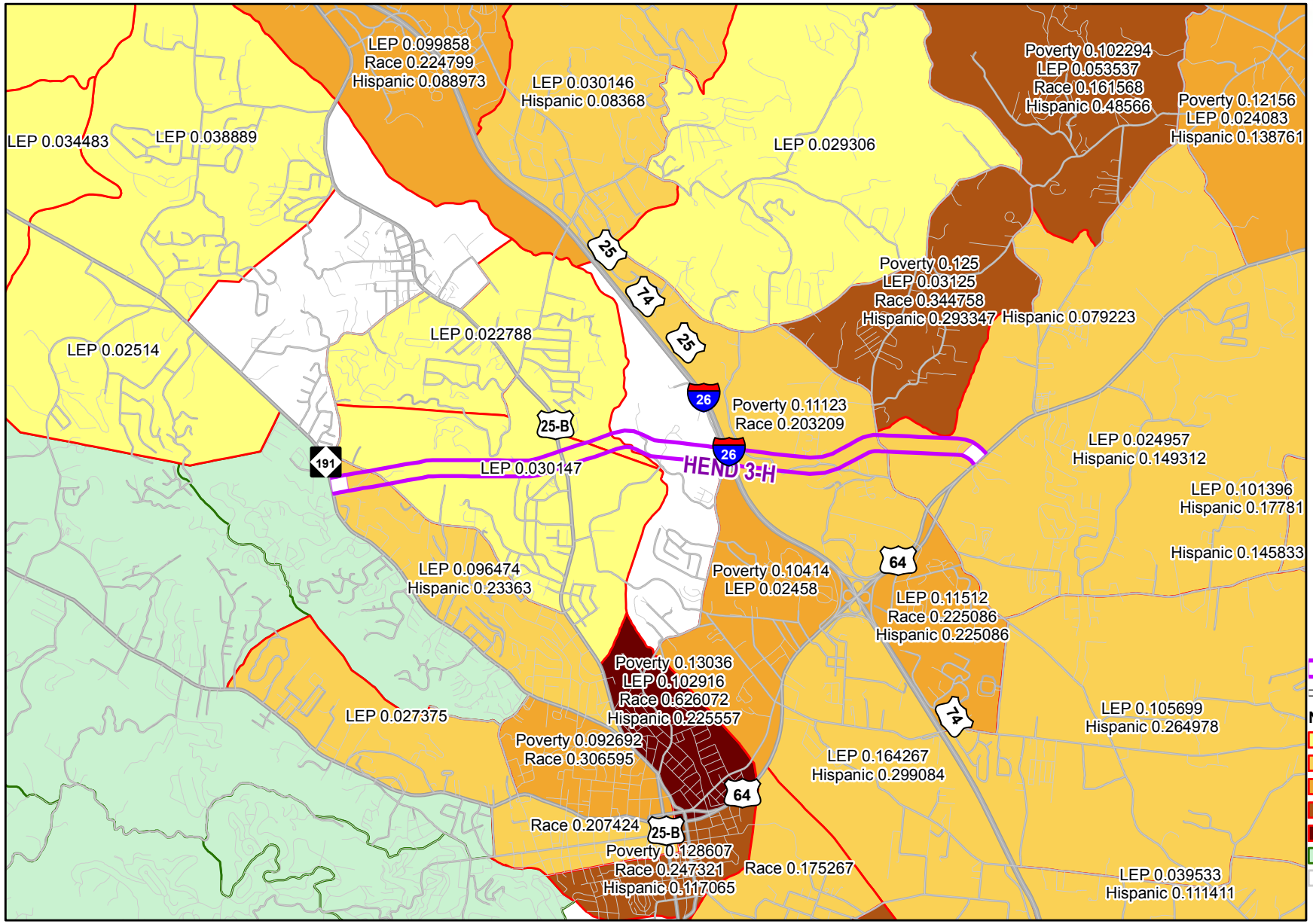
STATUS: DRAFT STIP

2010 CENSUS BLOCK GROUP
FBRMPO EJ REVIEW



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Generated by LOSRC: 5/29/2015

Environmental Justice (EJ) grew out of the Civil Rights movement, and recognizes the need to spread the benefit and harm of transportation investments equitably. Past investments disproportionately impacted poor and minority communities in harmful ways; FBRMPO and partners at NCDOT and FHWA seek to ensure that future investments are fair and equitable to all.

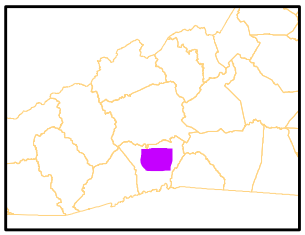
EJ Benefit/Harm Index Total= -4

ACCESSIBILITY: Transit Travel Times & Quality of Service	0	SAFETY: High Bike/Ped Crash Locations	0
Connectivity of Network	1	CPTED	0
Bike/Ped Crossings and Connections	-1	Add Shoulder or Bike Lane	0
LOCAL ENVIRONMENT: Air Quality	-1	SOCIAL EQUITY: Displace EJ Homes/Business?	-1
Noise	-1	Increase Freight	-1

N

Feet

0 1,900 3,800

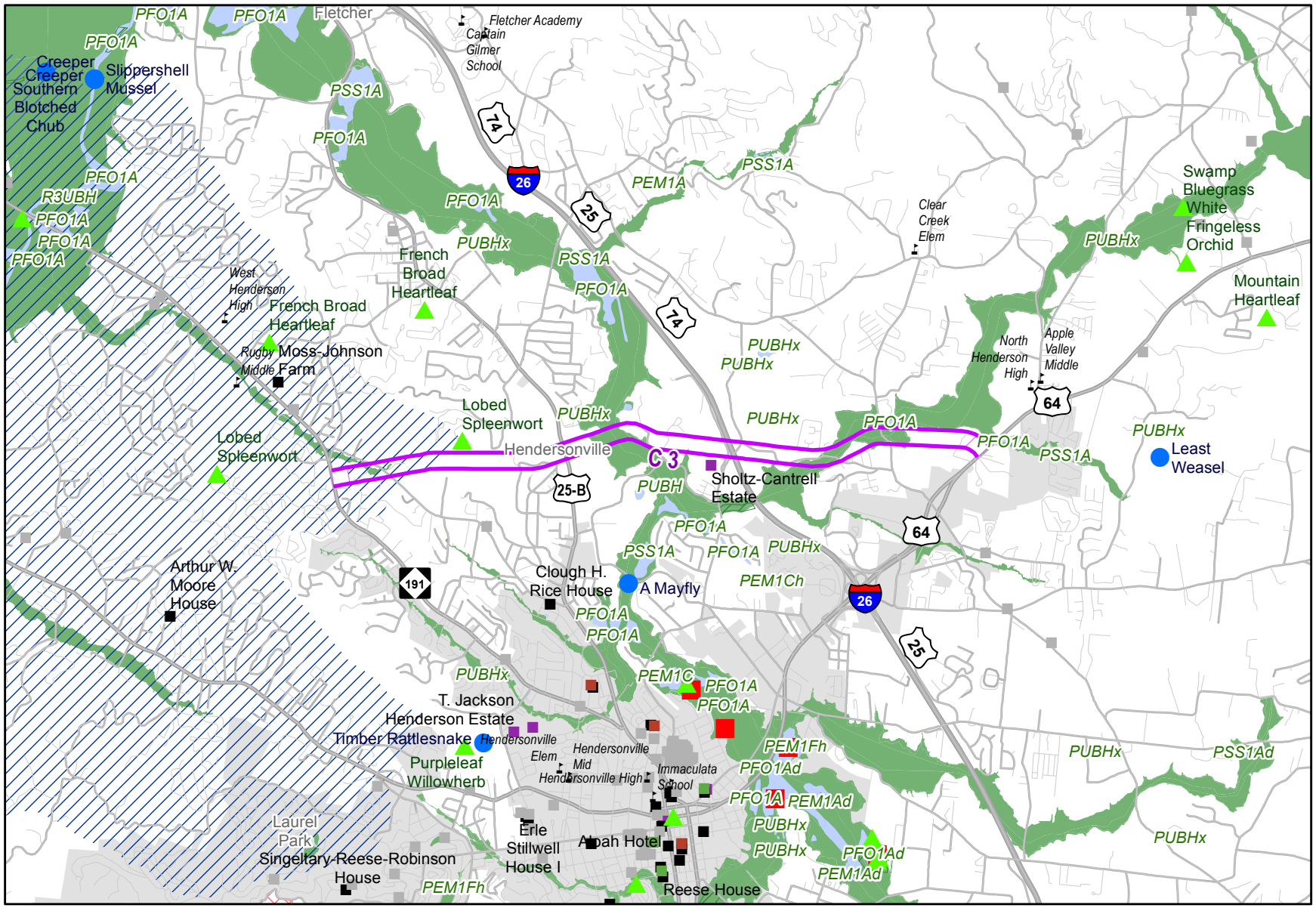


BALFOUR PARKWAY

CTP/MTP: HEND 3-H | SPOT3: H090830 | STIP: R-5744 | CMP?

STATUS: DRAFT STIP

NATURAL AND CULTURAL RESOURCES MAP



Feet

0 1,900 3,800

N

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Generated by LOSRC: 6/19/2015

This map includes basic natural features from the NC Significant Natural Heritage inventory and the SHPO inventory of Historic Places. It is set on a backdrop of flood zones and managed/ protected lands.

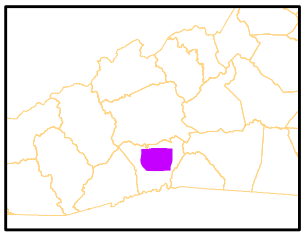
Environmental Occurences
- Plant
- Animal
- Animal Assemblage
- Natural Community

Historic Assets Aug 2013
- BF
- DOE; DOED; DOEHD
- Local Designation
- National Register
- State Listed/Studied

- Project
- County Boundary
- Federal
- State
- Local
- Private

CLASS
- WS-I; WS-I ORW
- WS-II; WS-II CA NSW; WS-II NSW
- WS-III; WS-III NSW
- WS-IV; WS-IV CA; WS-IV NSW

- NWI-PUBHh (Farm Ponds) Not Included
- 100 Year Flood
- Major Hydrography
- Municipal Boundaries
- School Locations

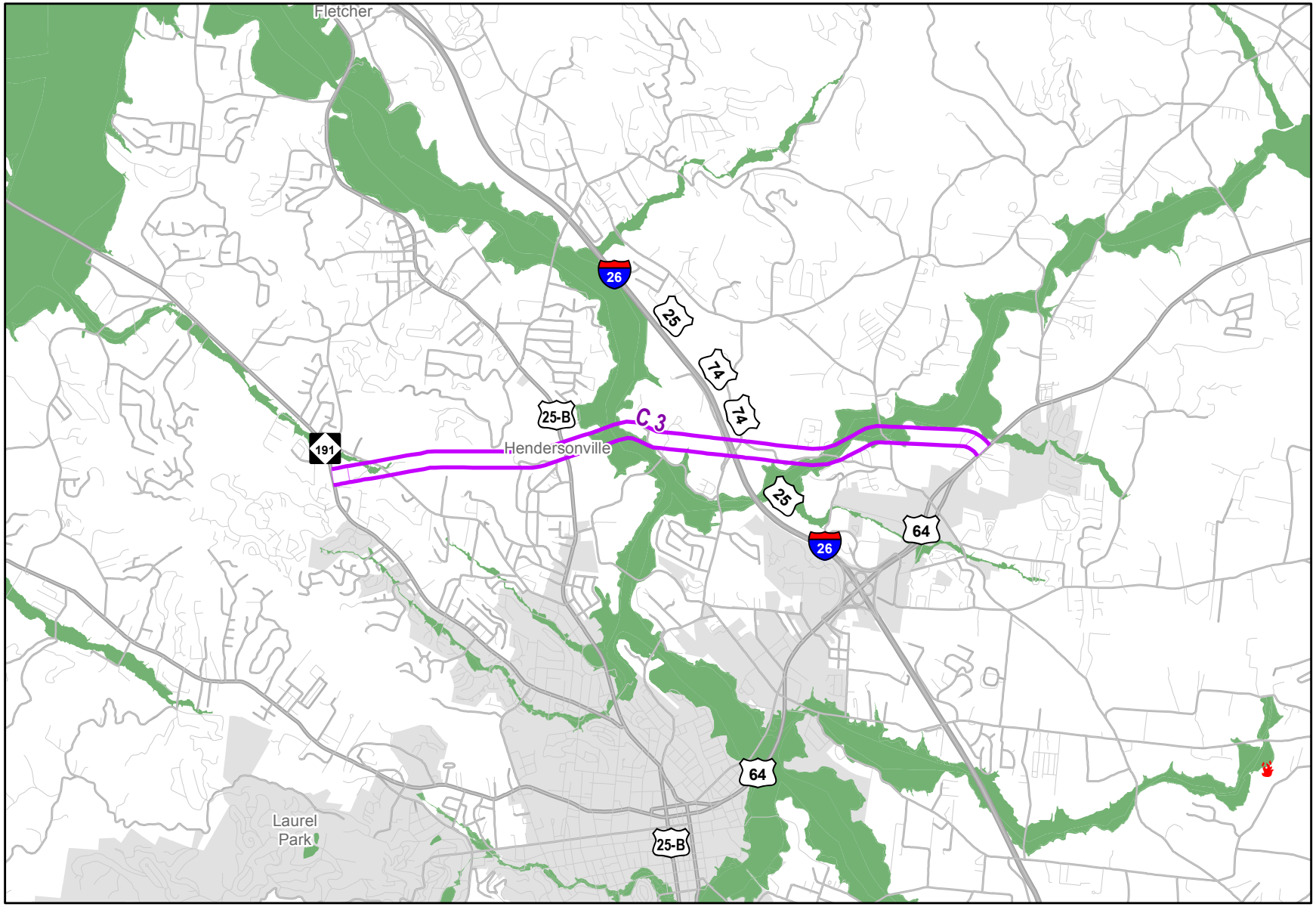


BALFOUR PARKWAY

CTP/MTP: HEND 3-H | SPOT3: H090830 | STIP: R-5744 | CMP?

STATUS: DRAFT STIP

NATURAL AND OTHER HAZARDS MAP



Feet
0 1,900 3,800

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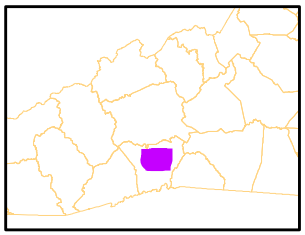
Generated by LOSRC: 4/22/2015

Natural Hazards that affect transportation infrastructure include floods, geologic events, and wildfires. This map shows the FEMA flood zones with historic occurences of wildfire and slope failures, along with major geologic fault lines.

N

Project
County Boundary

CAUSE
Unknown
Human
Natural

Slide Type
Composite
Creep
Debris Flow
Debris Slide
Debris Slide-Flow
Earth Slide
Other - Subsidence
Rock Fall
Rock Slide
Rock Slide/Fall
Weathered-rock slide
block field
block field with outcrop
block stream
block stream/field
colluvial hollow
colluvium undiff
composite debris fan
debris fan
other-combination
talus

Geologic Faults
100 Year Flood
Major Hydrography
Municipal Boundaries