

I-26 Connector

City of Asheville

Buncombe County

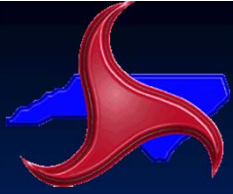
STIP Project No. I-2513

French Broad River Metropolitan Planning Organization

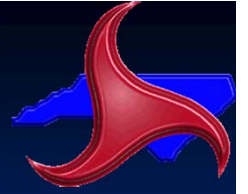
Governing Board Presentation

Land of Sky Offices, Asheville, North Carolina

September 24, 2015

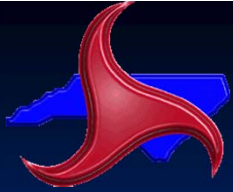


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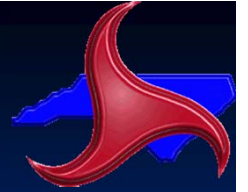


Agenda

- **Introductions and Purpose of Meeting**
- **Project Status**
- **Proposed Greenway Discussion**
- **Travel Demand Model Discussion**
- **Project Constructability**
- **Project Schedule and Next Steps**
- **Discussion**



I-26 Connector



Proposed Greenway

- City of Asheville, North Carolina Parks, Recreation, Cultural Arts, & Greenways Master Plan (City of Asheville 2013)
- Consistent with the “West Asheville Greenway”, as proposed in 2013 plan
- Begins at Haywood Road, follows the I-26 corridor to merge with Patton Avenue and cross the French Broad River

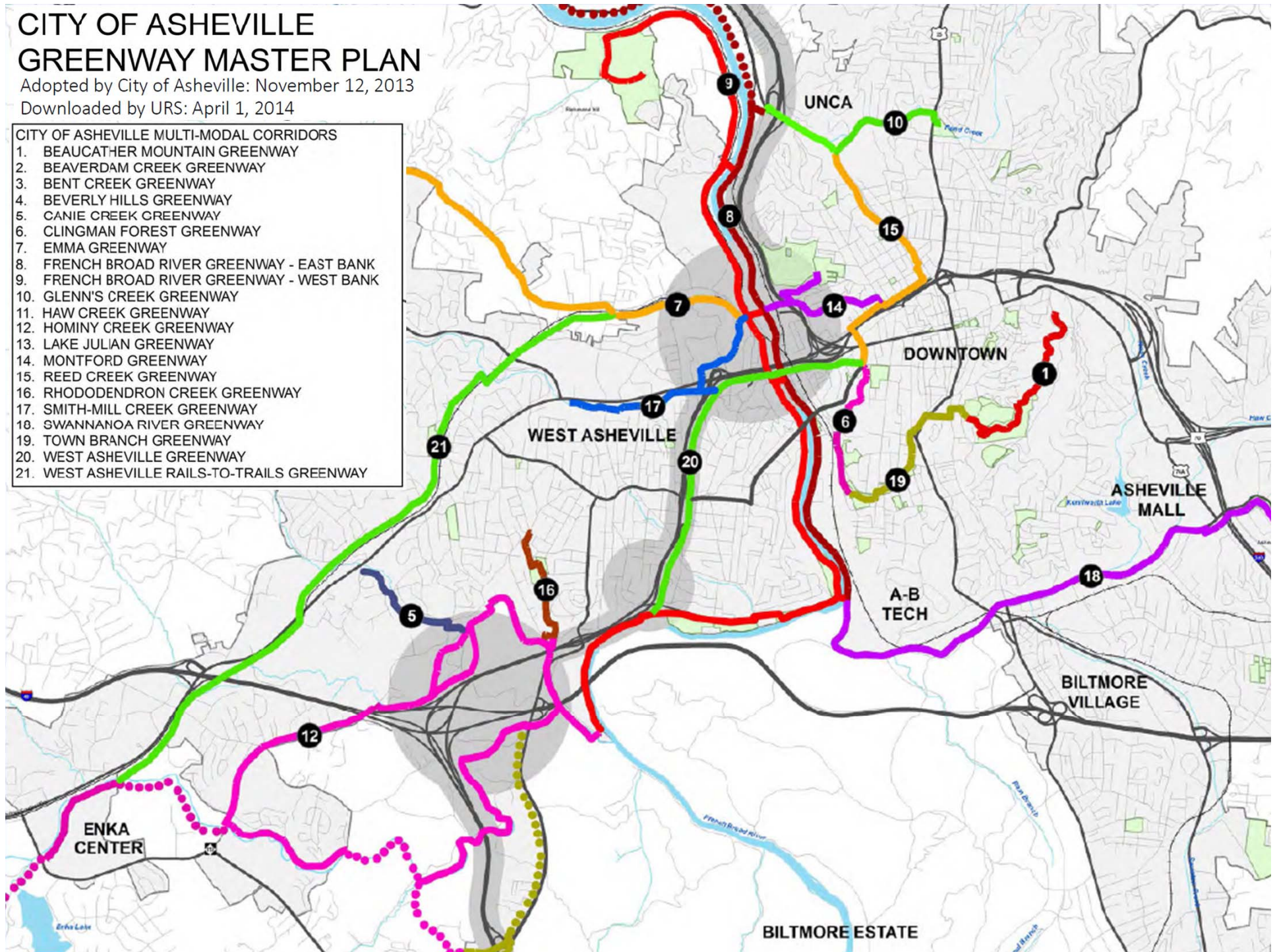
CITY OF ASHEVILLE GREENWAY MASTER PLAN

Adopted by City of Asheville: November 12, 2013

Downloaded by URS: April 1, 2014

CITY OF ASHEVILLE MULTI-MODAL CORRIDORS

1. BEAUCATHER MOUNTAIN GREENWAY
2. BEAVERDAM CREEK GREENWAY
3. BENT CREEK GREENWAY
4. BEVERLY HILLS GREENWAY
5. CANIE CREEK GREENWAY
6. CLINGMAN FOREST GREENWAY
7. EMMA GREENWAY
8. FRENCH BROAD RIVER GREENWAY - EAST BANK
9. FRENCH BROAD RIVER GREENWAY - WEST BANK
10. GLENN'S CREEK GREENWAY
11. HAW CREEK GREENWAY
12. HOMINY CREEK GREENWAY
13. LAKE JULIAN GREENWAY
14. MONTFORD GREENWAY
15. REED CREEK GREENWAY
16. RHODODENDRON CREEK GREENWAY
17. SMITH-MILL CREEK GREENWAY
18. SWANNANOVA RIVER GREENWAY
19. TOWN BRANCH GREENWAY
20. WEST ASHEVILLE GREENWAY
21. WEST ASHEVILLE RAILS-TO-TRAILS GREENWAY





Greenway

PATTON AVE

INTERSTATE
26

**Westwood
Place**

HAYWOOD RD

INTERSTATE
240

AMBOY RD

French Broad River

Asheville

French Broad River





INTERSTATE
26

BURTON ST

HAYWOOD RD

ARGYLE LN

Greenway





FRENCH BROAD RIVER

HAYWOOD RD

WESTWOOD PL

Greenway

INTERSTATE 26

FLORIDA AVE

HAYWOOD RD



WESTGATE PKWY

INTERSTATE
26

French Broad River

EMMA RD

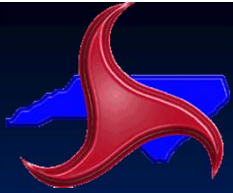
RIVERSIDE DR

Greenway

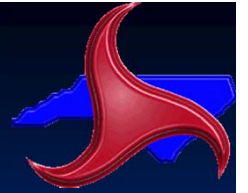
GREENWAY

TO

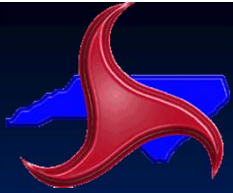




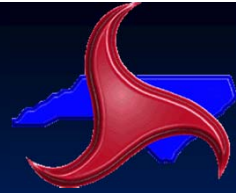
Travel Demand Model Discussion



- 2015 Travel Demand Model to be released 10/2015
- DEIS traffic forecast based upon 2005 Travel Demand Model
- Evaluation between 2005 and 2010 performed when 2010 Travel Demand Model was released
 - Determined differences between 2005 and 2010 travel demand model changes would not effect selection of Preferred Alternative
- Evaluation performed between 2005, 2010 and 2015 Travel Demand Model given 2015 DEIS is complete
 - To confirm model changes would not effect selection of Preferred Alternative



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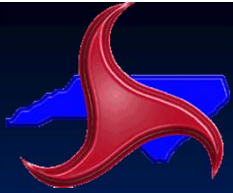


VMT Analysis – Base and Future Year VMT

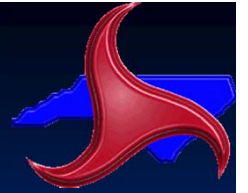
2005 Model	Base Year – 2005	Future Year - 2030
Model Wide	13,211,390	20,542,366
I-2513 Study Area	1,852,781	2,582,160

2010 Model	Base Year – 2005	Future Year - 2035
Model Wide	12,204,778	19,722,204
I-2513 Study Area	1,723,407	2,491,706

2015 Model	Base Year – 2010	Future Year - 2040
Model Wide	14,268,076	21,449,249
I-2513 Study Area	1,862,454	2,698,844



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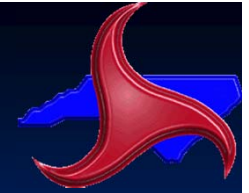
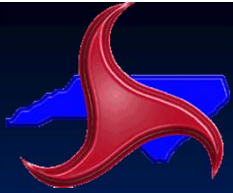


VMT Analysis – Compound Annual Growth Rates (CAGR)

2005 Model	2005-2030 CAGR
Model Wide	1.78%
I-2513 Study Area	1.34%

2010 Model	2005-2035 CAGR
Model Wide	1.61%
I-2513 Study Area	1.24%

2015 Model	2010-2040 CAGR
Model Wide	1.37%
I-2513 Study Area	1.24%



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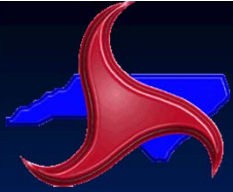
VMT Analysis – 30-Year Time Period VMT

2005 Model	Base Year – 2005	Future Year – 2035*	Percentage Change
Model Wide	13,211,390	22,438,347	
I-2513 Study Area	1,852,781	2,759,402	49%

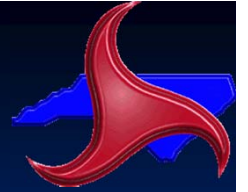
2010 Model	Base Year – 2005	Future Year - 2035	Percentage Change
Model Wide	12,204,778	19,722,204	
I-2513 Study Area	1,723,407	2,491,706	45%

2015 Model	Base Year – 2010	Future Year - 2040	Percentage Change
Model Wide	14,268,076	21,449,249	
I-2513 Study Area	1,862,454	2,698,844	45%

*Grown to 2035 using the 2005-2030 GAGR



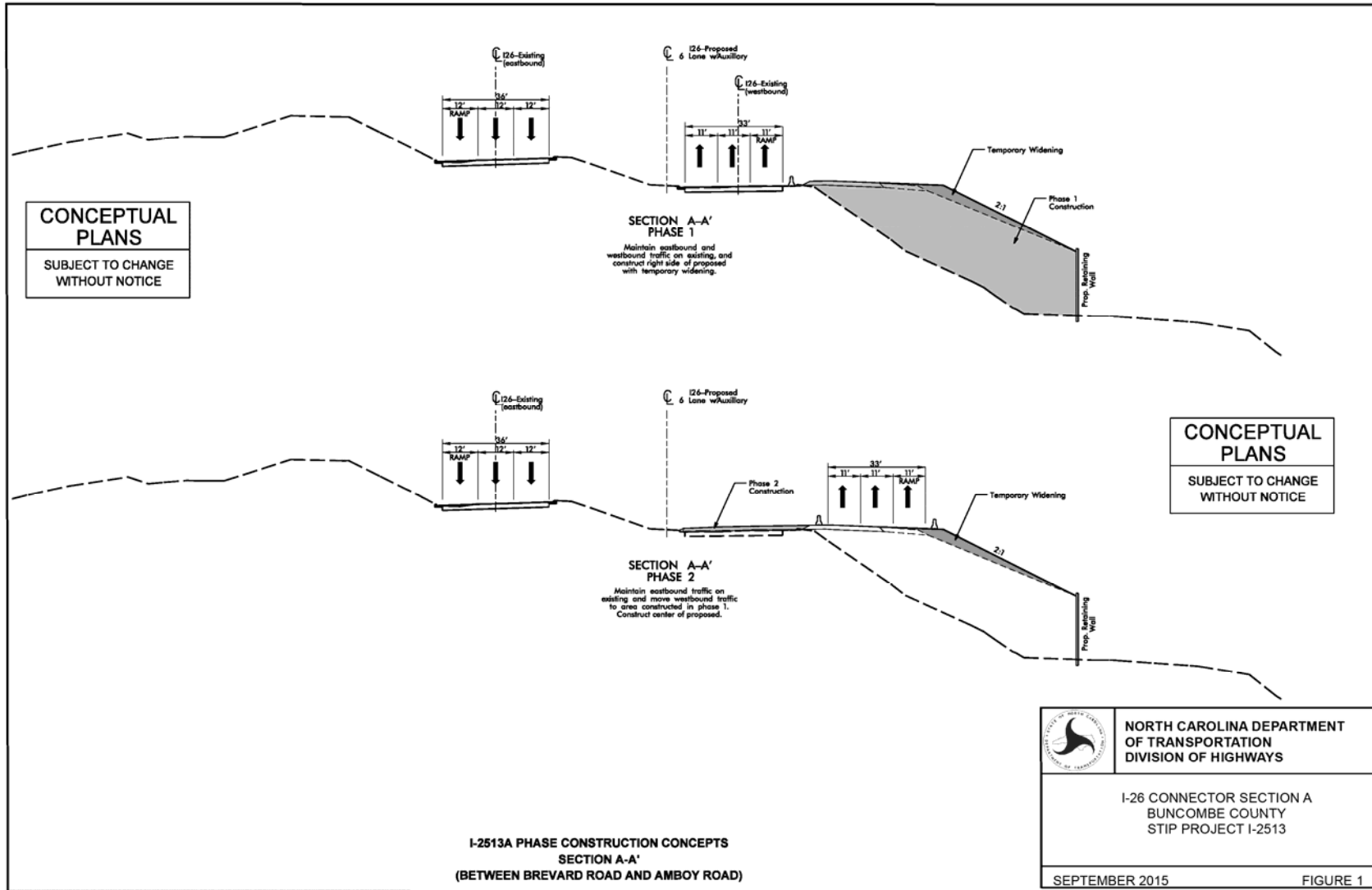
I-26 Connector



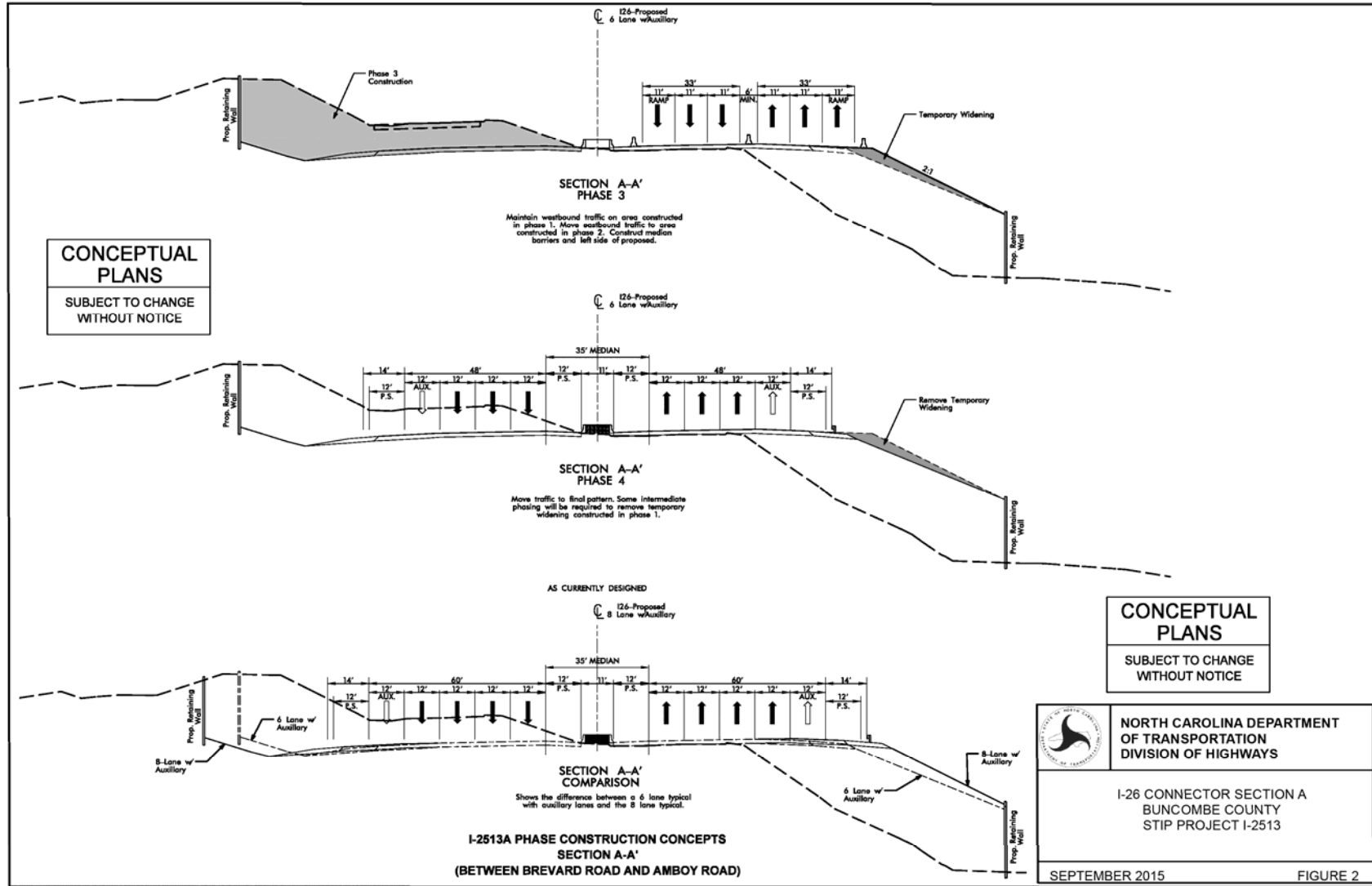
Conclusions

- Current forecast based upon 2005 model
 - Negligible difference in models from overall traffic forecasting perspective
 - Differences between 2005, 2010, 2015 Travel Demand Models would not effect selection of the LEDPA/Preferred Alternative

Section A-A (Between Brevard Road and Amboy Road)




Section A-A (Between Brevard Road and Amboy Road)

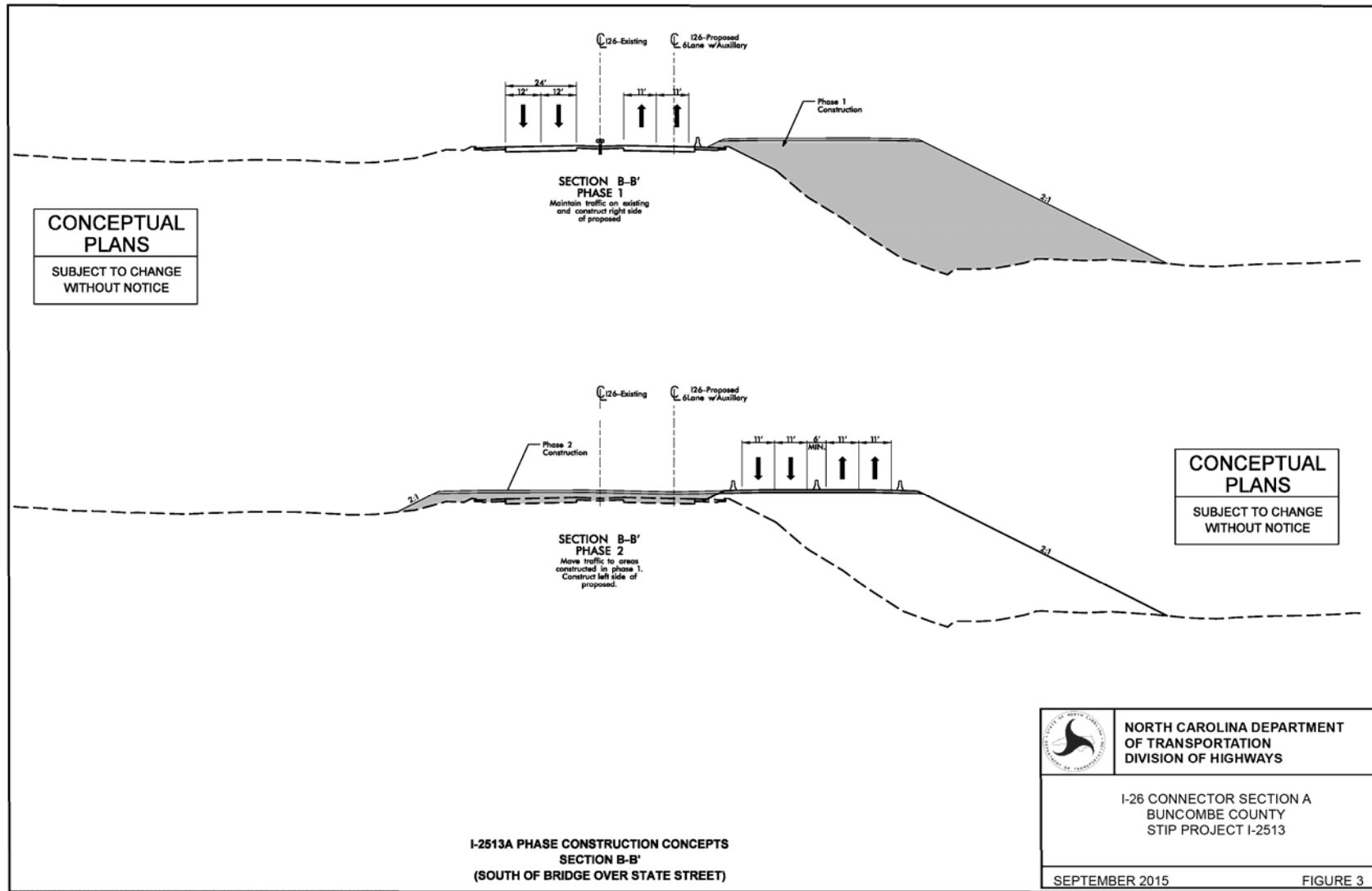


CONCEPTUAL PLANS
 SUBJECT TO CHANGE WITHOUT NOTICE

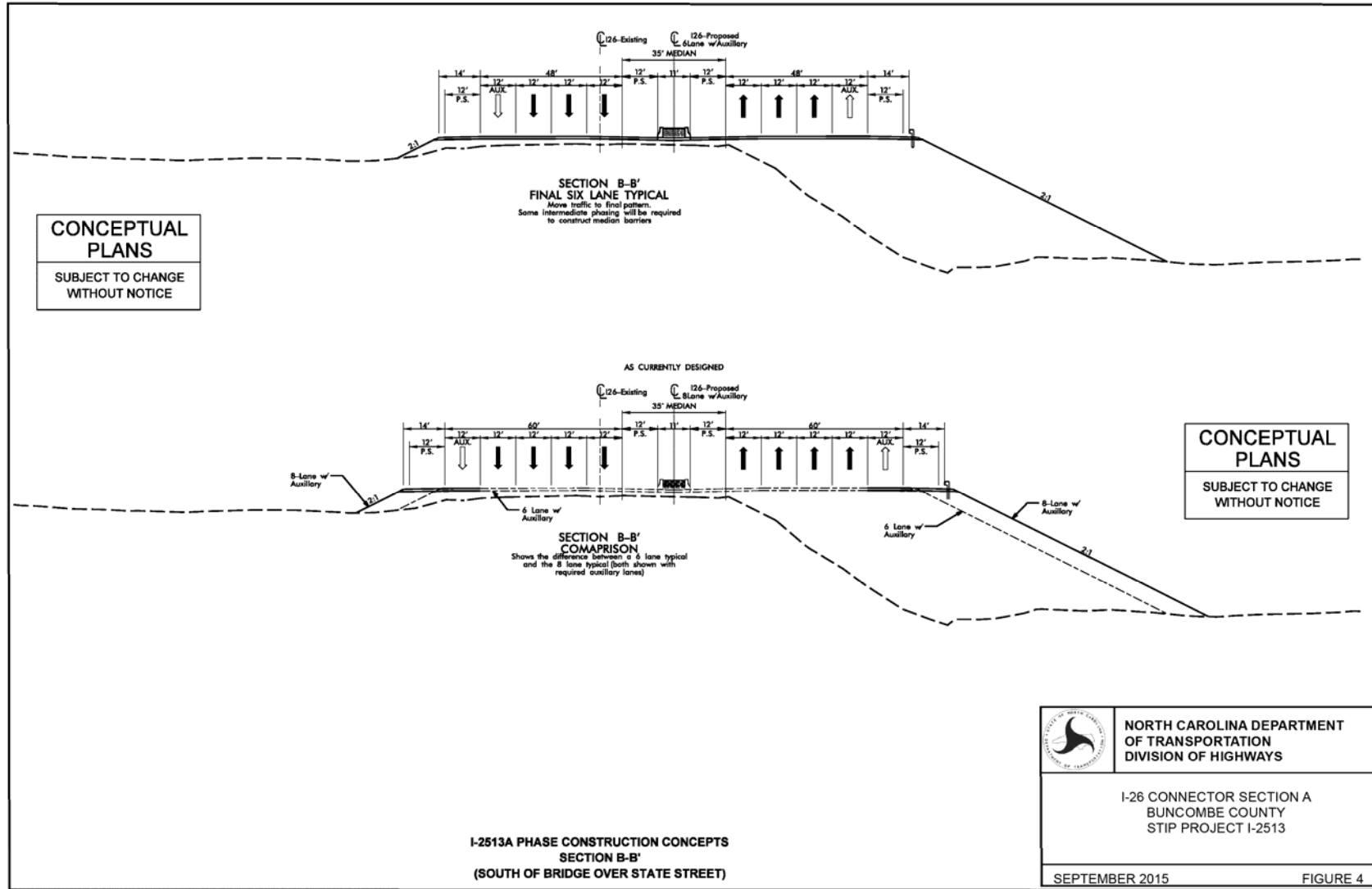
CONCEPTUAL PLANS
 SUBJECT TO CHANGE WITHOUT NOTICE

	NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS
	I-26 CONNECTOR SECTION A BUNCOMBE COUNTY STIP PROJECT I-2513
SEPTEMBER 2015	FIGURE 2

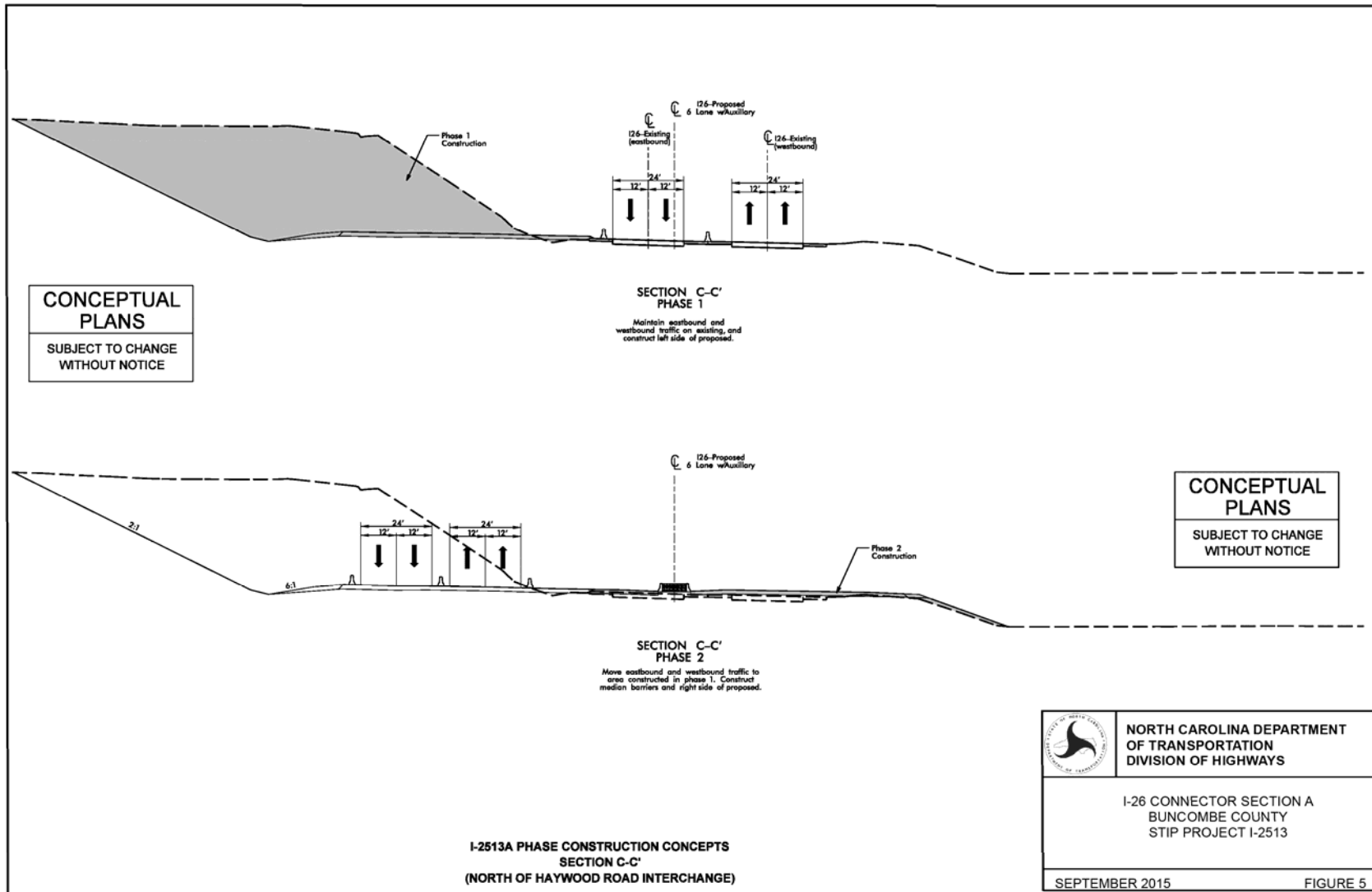
Section B-B (South of Bridge over State Street)



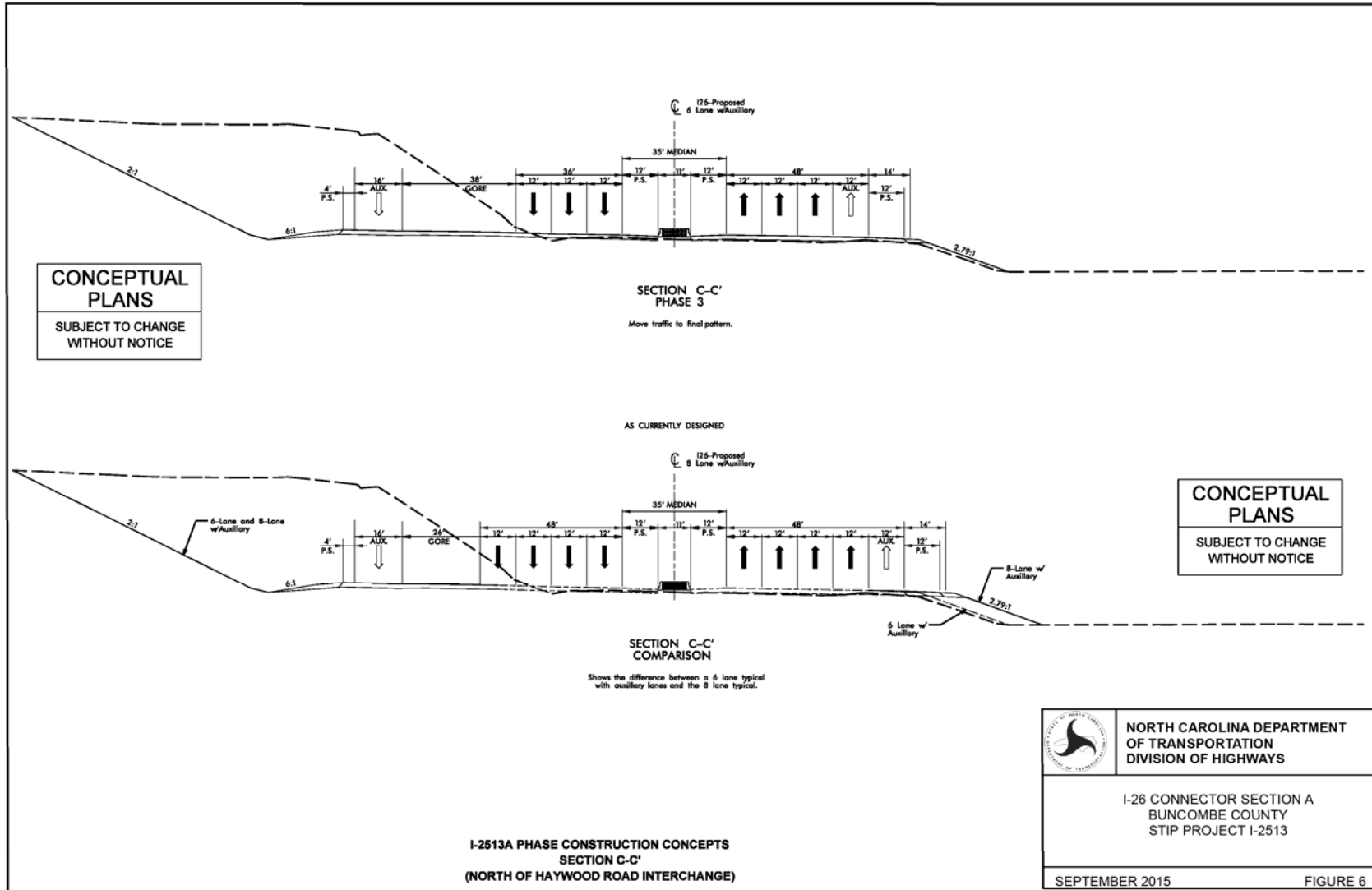
Section B-B (South of Bridge over State Street)



Section C-C (North of Haywood Road Interchange)

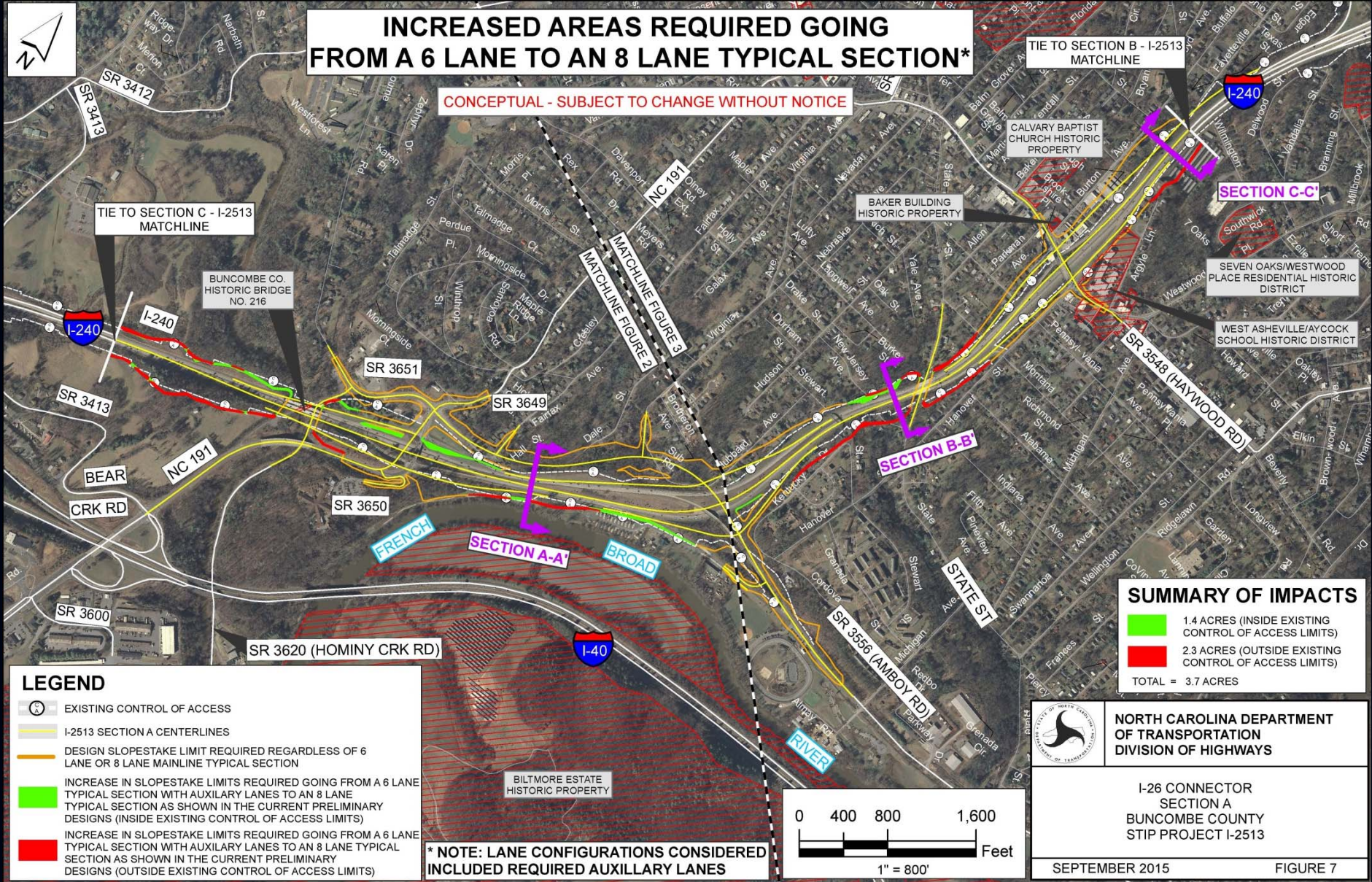


Section C-C (North of Haywood Road Interchange)



INCREASED AREAS REQUIRED GOING FROM A 6 LANE TO AN 8 LANE TYPICAL SECTION*

CONCEPTUAL - SUBJECT TO CHANGE WITHOUT NOTICE



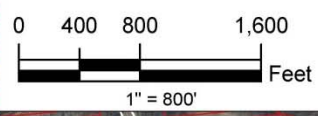
LEGEND

- EXISTING CONTROL OF ACCESS
- I-2513 SECTION A CENTERLINES
- DESIGN SLOPESTAKE LIMIT REQUIRED REGARDLESS OF 6 LANE OR 8 LANE MAINLINE TYPICAL SECTION
- INCREASE IN SLOPESTAKE LIMITS REQUIRED GOING FROM A 6 LANE TYPICAL SECTION WITH AUXILIARY LANES TO AN 8 LANE TYPICAL SECTION AS SHOWN IN THE CURRENT PRELIMINARY DESIGNS (INSIDE EXISTING CONTROL OF ACCESS LIMITS)
- INCREASE IN SLOPESTAKE LIMITS REQUIRED GOING FROM A 6 LANE TYPICAL SECTION WITH AUXILIARY LANES TO AN 8 LANE TYPICAL SECTION AS SHOWN IN THE CURRENT PRELIMINARY DESIGNS (OUTSIDE EXISTING CONTROL OF ACCESS LIMITS)

SUMMARY OF IMPACTS

- 1.4 ACRES (INSIDE EXISTING CONTROL OF ACCESS LIMITS)
- 2.3 ACRES (OUTSIDE EXISTING CONTROL OF ACCESS LIMITS)

TOTAL = 3.7 ACRES



* NOTE: LANE CONFIGURATIONS CONSIDERED INCLUDED REQUIRED AUXILIARY LANES

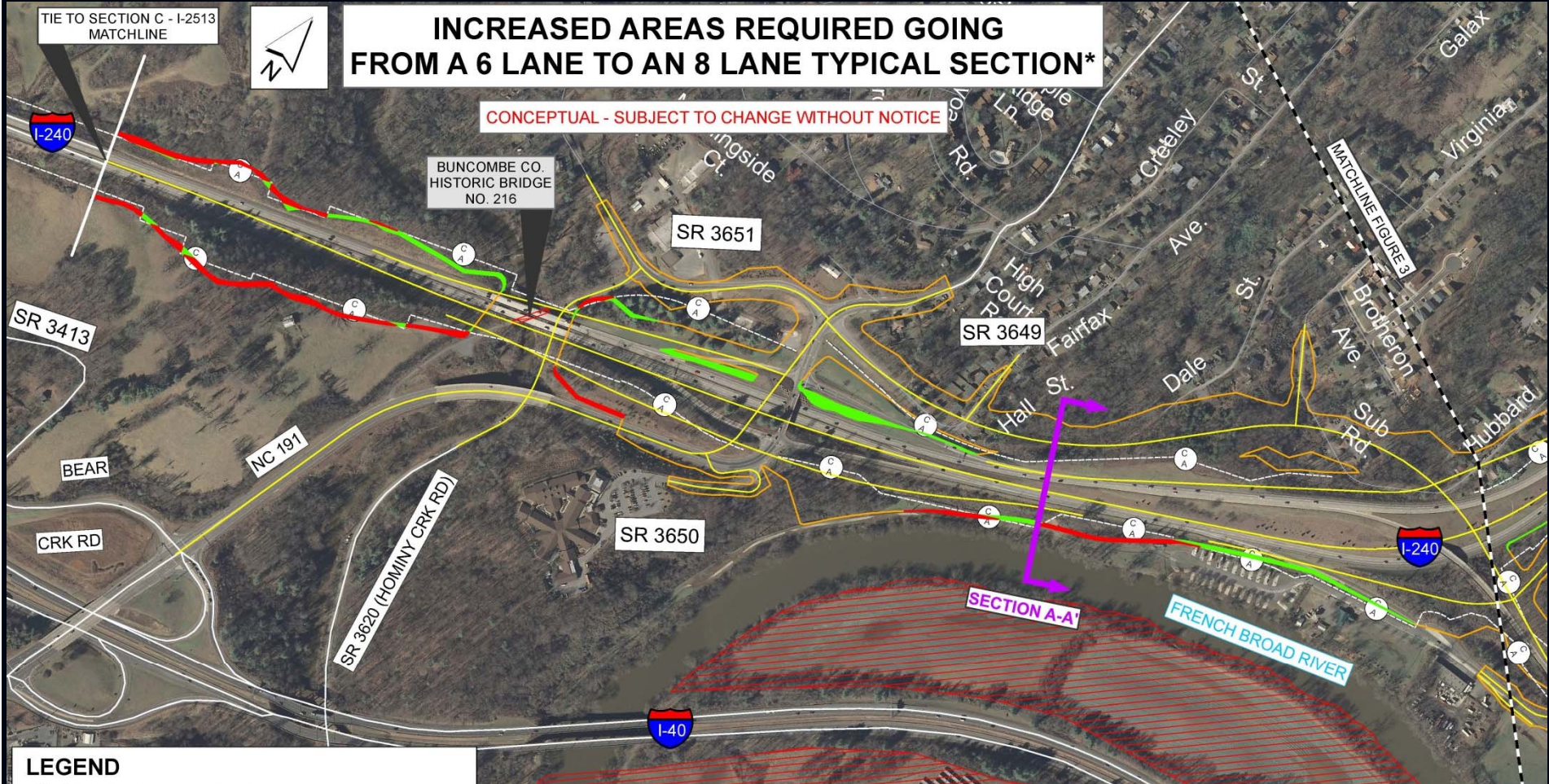
**NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS**

I-26 CONNECTOR
SECTION A
BUNCOMBE COUNTY
STIP PROJECT I-2513

SEPTEMBER 2015 FIGURE 7

INCREASED AREAS REQUIRED GOING FROM A 6 LANE TO AN 8 LANE TYPICAL SECTION*

CONCEPTUAL - SUBJECT TO CHANGE WITHOUT NOTICE



LEGEND

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BILTMORE ESTATE HISTORIC PROPERTY

* NOTE: LANE CONFIGURATIONS CONSIDERED INCLUDED REQUIRED AUXILIARY LANES

**NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS**

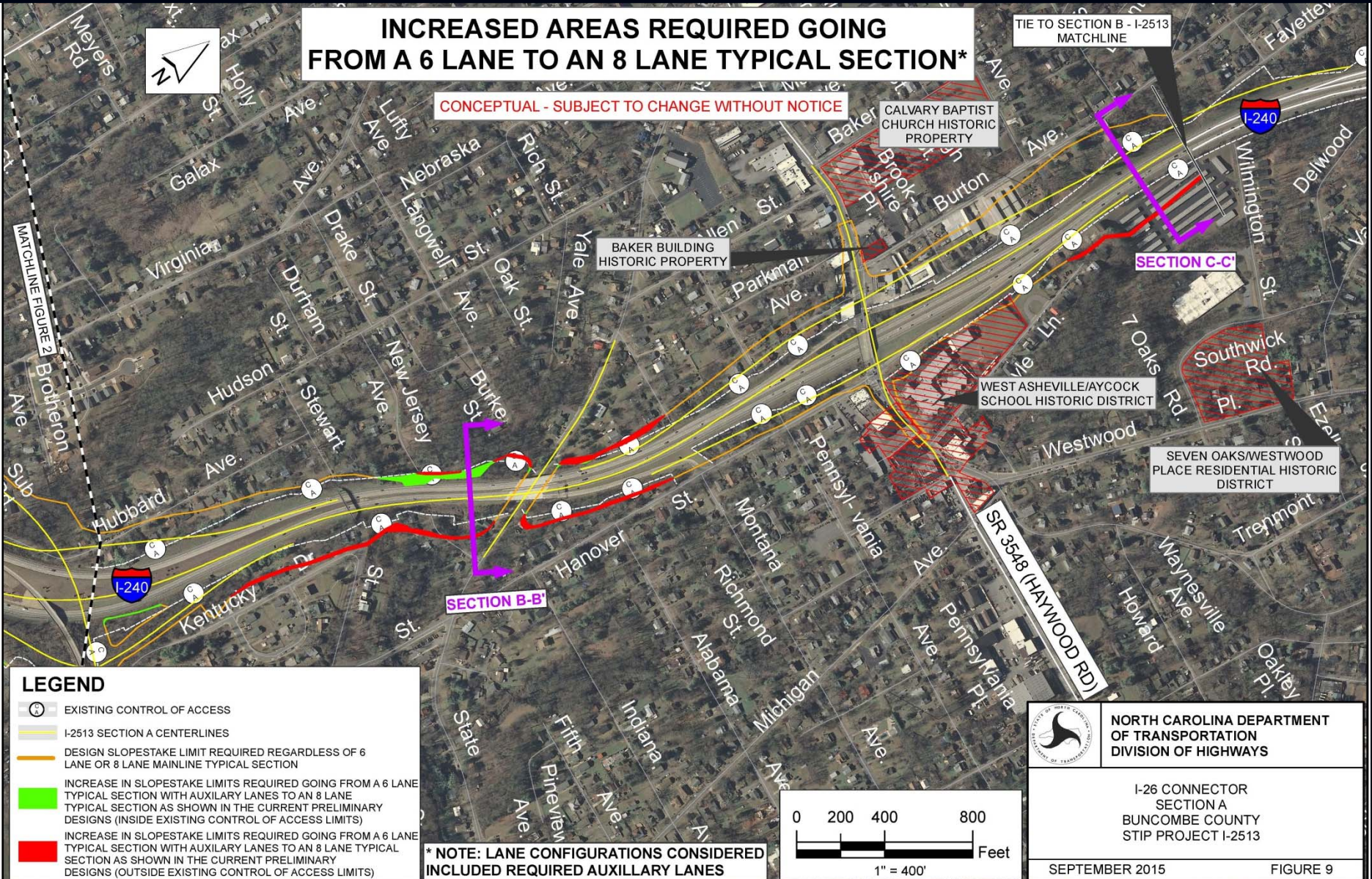
I-26 CONNECTOR
SECTION A
BUNCOMBE COUNTY
STIP PROJECT I-2513

SEPTEMBER 2015 FIGURE 8

INCREASED AREAS REQUIRED GOING FROM A 6 LANE TO AN 8 LANE TYPICAL SECTION*

CONCEPTUAL - SUBJECT TO CHANGE WITHOUT NOTICE

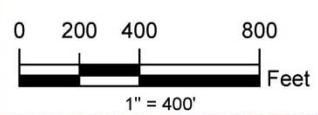
TIE TO SECTION B - I-2513 MATCHLINE



LEGEND

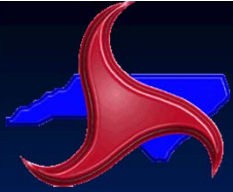
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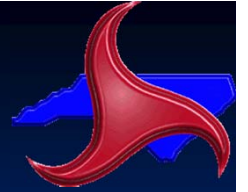


NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

I-26 CONNECTOR
SECTION A
BUNCOMBE COUNTY
STIP PROJECT I-2513



I-26 Connector



Next Steps

- **DEIS Published 2015**
 - Public Hearing and Open House to be held
 - Receive Public and Agencies Comments
 - Select Preferred Alternative
- **Utilize 2015 Travel Demand Model**
 - Prepare updated traffic forecast
 - Update/refine designs of Preferred Alternative per new traffic forecast and comments received
- **Prepare FEIS**
 - Include summary of updated engineering and environmental studies per revised designs
 - Summarize public and agency comments