CORRIDOR PUBLIC HEARING

WBS 34165.1.2 (I-2513C)
F.A. PROJECT MANHF 26-I(53)
BUNCOMBE COUNTY
I-26 CONNECTOR
I-40 TO US-19-23-70 NORTH OF ASHEVILLE
SECT. C ALT D1 ROLL 2 OF 2

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

MATCHLINE STA I-26 63+00
Match to Roll 1

MATCHLINE "B" (THIS SHEET)

(1) ESTRADA, RENATO
(2) DOORSKY, YOSTON
(3) EKANAME, GEYSKERY
(4) ALVARADO, ANTONIO

(4) KELLEY, JOHN & PATRICIA
(5) TROUTMAN, WAYNE & ELIZABETH
(6) MONTGOMERY, JEREMY S
(7) BUZZO JR, RONALD J
(8) BALLARD, JOE EARL
(9) BLANKENSHIP, BRIAN DAVID
(10) BLANKENSHIP, C L & BETTY

LEGEND

- BUILDINGS
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- ALL EASEMENTS
- EXISTING ROADWAY
- EXISTING ROADWAY TO BE REMOVED
- EXISTING ROADWAY TO BE RESURFACED
- PROPOSED ROADWAY
- PROPOSED STRUCTURES, ISLAND, CURB AND GUTTER
- EXISTING STRUCTURES, ISLAND, CURB AND GUTTER TO BE RETAINED
- EXISTING STRUCTURES, ISLAND, CURB AND GUTTER TO BE REMOVED
- LAKES, RIVER, STREAMS AND PONDS
- UTILITY EASEMENT
- PROPOSED CONTROL OF ACCESS
- EXISTING CONTROL OF ACCESS
- PRESENT ADT / FUTURE ADT
- PROPERTY LINES
- CITY LIMIT BOUNDARY
- WETLAND BOUNDARY
- CORRIDOR STUDY LIMITS

FUNCTIONAL CLASS. = INTERSTATE
DESIGN SPEED = 60 MPH
MAX. SUPERELEV. = 0.08 without Bridges
= 0.06 with Bridges

I-26EXT CURVE DATA

PI Sta 61+10.85	PI Sta 56+55.64	PI Sta 51+54.62
Δ = 20°00'00" (RT)	Δ = 20°00'00" (RT)	Δ = 20°00'00" (RT)
D = 5.00°	D = 5.00°	D = 5.00°
Lt = 398.76'	Lt = 398.76'	Lt = 398.76'
Lc = 397.67'	Lc = 397.67'	Lc = 397.67'
T = 201.71'	T = 200.71'	T = 200.71'
R = 1145.92'	R = 1145.92'	R = 1145.92'
SE=0.08'/'	SE=0.08'/'	SE=0.08'/'

I-26E CURVE DATA

PI Sta 14+75.00	PI Sta 19+50.25	PI Sta 25+00.25
Δ = 37°00'00" (RT)	Δ = 37°00'00" (RT)	Δ = 37°00'00" (RT)
D = 1.50°	D = 1.50°	D = 1.50°
Lt = 1200.06'	Lt = 1200.06'	Lt = 1200.06'
Lc = 1200.06'	Lc = 1200.06'	Lc = 1200.06'
T = 1000.00'	T = 1000.00'	T = 1000.00'
R = 3819.72'	R = 3819.72'	R = 3819.72'
SE=0.06'/'	SE=0.06'/'	SE=0.06'/'

TYPICAL SECTION FOR PROPOSED I-26

26' MEDIAN(I26) — 30' 14' 36' 36' 14' 18' 6' 10' — 12' P.S. — GRADE POINT — Conc. Barrier — VAR. SLOPE — 6:1 — 2:1

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