

RE-EVALUATION OF RECORD OF DECISION

I-26 Asheville Connector
Buncombe County, North Carolina
Federal Aid Project No. NHF-26-1(53)
WBS Element 34165.3.GV2 & 34165.3.GV3
STIP I-2513 B&D

**U.S. Department of Transportation
Federal Highway Administration
and
North Carolina Department of Transportation**

3/23/2026

Date of Approval

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Table of Contents

1.0 PURPOSE OF THE RE-EVALUATION	1
2.0 CHANGES/UPDATES SINCE APPROVAL OF THE 2023 ROD.....	1
2.1 SECTION BOUNDARY CHANGES OR STUDY AREA EXPANSION	1
2.2 DESIGN REFINEMENTS.....	1
2.3 INTERSTATE ACCESS JUSTIFICATION REPORT	6
2.4 IMPACTS	6
2.4.1 PARKS AND RECREATIONAL FACILITIES.....	6
2.4.2 CHURCHES	6
2.4.3 LAND USE AND TRANSPORTATION PLANNING	7
2.4.4 VISUAL QUALITY	10
2.4.5 BICYCLE AND PEDESTRIAN ACCESSIBILITY, MOBILITY AND SAFETY	17
2.4.6 RELOCATIONS	18
2.4.7 COMMUNITY IMPACTS.....	18
2.4.8 HISTORIC ARCHITECTURE	24
2.4.9 ARCHAEOLOGY	25
2.4.10 NOISE.....	25
2.4.11 AIR QUALITY	32
2.4.12 FARMLANDS	33
2.4.13 UTILITIES.....	33
2.4.14 HAZARDOUS MATERIALS.....	33
2.4.15 NATURAL ENVIRONMENT	33
2.4.16 INDIRECT EFFECTS	35
2.4.17 TRAFFIC ANALYSIS	35
3.0 SECTION 4(f) STATEMENT	38
4.0 AGENCY COORDINATION AND PUBLIC INVOLVEMENT	38
4.1 AGENCY COORDINATION.....	39
4.2 PUBLIC INVOLVEMENT	39
4.2.1 PROJECT UPDATE MEETING	39
4.2.2 PUBLIC COMMENTS	40
5.0 COMPARITIVE TABLE OF CHANGES FROM 2023 Record of Decision (ROD) TO NOW	45
6.0 CONCLUSION.....	47

List of Tables

Table 1 – Noise Abatement Table

Table 2 – Wetland and Stream Impacts

Table 3 – Traffic Tables (3-1 through 3-6)

Table 4 - Public Comment Topics

Table 5 – Comparative Impacts Table

List of Figures

Figure 1 – Project Area and Sections

Figures 2 A through C – Changes from Public Meeting

Figures 3 A through C – 2025 Public Hearing Map

Figures 4A through D - Relocations

Appendices

Appendix A – I-2513 B&D Aesthetics Guidelines

Appendix B – 2025 I-2513 B&D Public Meeting Materials

Appendix C – I-2513 B&D PI Summary and NCDOT Response

Appendix D – I-26 Citizen’s Coalition

Appendix E – Modified Biological Opinion

Appendix F – Relocation Report

Appendix G – Documentation of Section 106 Coordination

1.0 PURPOSE OF THE RE-EVALUATION

The purpose of this Re-Evaluation is to identify and assess changes that have occurred after publication of the Administrative Action Record of Decision (ROD) in May 2023 for the North Carolina Department of Transportation (NCDOT) I-26 Connector Project located in the City of Asheville, Buncombe County, North Carolina (**STIP Project No. I-2315 B and D**). Sections B and D of the proposed project are scheduled to begin construction together in March 2026. This Re-Evaluation assesses changes to Sections B and D following ROD approval.

Overall, the effects of changes associated with Sections B and D of the proposed I-26 Connector project do not result in significant impacts. Therefore, Supplemental Final Environmental Impact Statement (FEIS) documentation is not required. This Re-Evaluation summarizes the changes and resulting impacts that support this determination.

2.0 CHANGES/UPDATES SINCE APPROVAL OF THE 2023 ROD

After approval of the Record of Decision (ROD) in May 2023, NCDOT through the design-build process, sought additional minimizations of the Preferred Alternative for Sections B and D to reduce costs and duration. The winning bid was \$190 million less than the next lowest bid. Due to budgetary constraint, the Archer Wright Joint Venture (AWJV) Design-Build Team (DBT) worked with North Carolina Department of Transportation (NCDOT) on additional design cost reductions of \$125 million during Optimization & Refinement (O&R). In addition to design modifications, the following updates have been completed since the approval of the ROD including an assessment of anticipated changes to noise impacts and likely noise abatement based on the O&R, updating 106 effects determinations, an updated Community Impacts Assessment Technical Memorandum (Tris Ford, October 2025), the Merger Concurrence Point 4B Hydraulic Design Review) meeting was held June 18, 2025, a Project Update Public Meeting was held April 24, 2025 and coordination with the Asheville Aesthetics Committee. A River Users Safety Plan is currently under development and will be implemented during construction. The final total cost of the project is \$1.2 billion including: \$176 million in property acquisition, \$27 million in utility relocation, and \$1.01 billion in construction costs.

2.1 SECTION BOUNDARY CHANGES OR STUDY AREA EXPANSION

Since the approval of the Record of Decision (ROD), the Section Boundaries presented in the ROD for Sections B and D have not been modified and the study area did not require expansion (see Figure 1).

2.2 DESIGN REFINEMENTS

The designs presented in the 2023 Record of Decision (ROD) have been refined as part of the Optimization and Refinement (O&R) process to minimize impacts. The major design refinements from the 2023 Preliminary Plans used for the ROD to the 2025 O&R Plans are

outlined below. The 2025 O&R plans were presented at the April 2025 Public Meeting and are attached as Figures 2A-C.

2023 Preliminary Plans - Developed in coordination with I-2513 Task Force in response to public comment from the 2018 Public Hearing and addressed in the ROD

2024 AWJV Proposal Plans - Developed by AWJV during the confidential procurement process

2025 O&R Plans - Developed by AWJV during the O&R Process in coordination with NCDOT/MPO/COA staff

During the design-build process, a team can submit alternative ideas for design known as Alternative Technical Concepts (ATC). Only ATCs which were approved during the design-build process are included in the narrative below. The item numbers are illustrated on Figures 2A through 2C.

Changes from 2018 Hearing Maps to the 2023 Preliminary Plans

1. Burton Street Community Improvements (Figure 1)
 - a. Improve existing sidewalks to meet Americans with Disabilities Act (ADA) design standards.
 - b. Improve pedestrian connections between community resources by installing a sidewalk on Downing Street per the agreement of property owners.
 - c. Evaluate opportunities for new transit stops, such as near Burton Street and Haywood Road.
 - d. Install a sidewalk along Patton Avenue to connect pedestrian path and transit stop.
 - e. Install bus shelters and other improvements at transit stops located near Burton Street. Consider neighborhood specific designs if feasible.
 - f. Incorporate a Burton Street history mural on proposed I-26 Connector sound wall if built.
 - g. Improve Burton Street Community Center infrastructure by including additional parking.
 - h. Construct a new park and community gathering space at Smith Mill Creek that will include an access point to the future greenway.
 - i. Increase the tree canopy within the interstate buffer along the Burton Street neighborhood where possible.
 - j. Reduced impacts to Community Baptist Church to eliminate the need to relocate this property. Only a small portion of the parking lot is anticipated to be impacted, and the church will not need to be relocated.

2. Development of Aesthetics Package with Asheville Aesthetics Committee
 - a. The City formed an Aesthetics Advisory Committee (AAC) to work in an advisory capacity to address aesthetic treatments that may be incorporated in the proposed project. At this time, reducing visual impacts of the raised roadway to the historic Riverside Cemetery were identified as an element to be addressed with the AAC.
3. Reduction of travel lanes on westbound (WB) Bowen Bridge from 3 to 2 to accommodate additional multi-use path (MUP) and bike lanes (Figure 2B)
4. Riverside Drive typical section revised to include bike lanes and additional sidewalk (Figure 2C)
5. Initial redesign of Hillcrest Connector and Hill Street – Coordinated with the I-2513 Working Group (Figure 2B)

Changes from the 2023 North Carolina Department of Transportation (NCDOT) Preliminary Plans to the 2024 AWJV DBT Proposal Plans

6. Bifurcation of I-26 and I-240 (Figures 2A and 2B)
 - a. Utilizing bifurcated profiles, the proposed 60 feet cut wall will be reduced by 10 to 15 feet.
 - b. Bifurcated profiles allow I-2513BD to tie to I-2513AC with minimal impacts.
 - c. Bifurcated profiles allow I-2513BD to tie to I-26 north of Broadway and to existing I-240.
 - d. Bifurcated profiles will provide the DBT with the ability to shift traffic via crossover detours, which will optimize work areas and reduce the amount of temporary pavement.
 - e. Construction cost savings of approximately \$150,000.
 - f. Shortens construction schedule by approximately 3 months.
7. ATC #2 - Modifications of the I-26/I-240 Bridges across the French Broad River (FBR) (Figure 2B)
 - a. Allows traffic to be shifted off Patton Avenue much sooner, which accelerates construction.
 - b. Unbraids ramps, simplifying bridge construction.
 - c. Lowers ramp grades which reduces bridge cost and improves the overall project viewshed.
 - d. Improves the vertical profiles throughout the interchange.
 - e. Improves the horizontal curvature of I-240 WB alignment by increasing the curve radii over the FBR from 900 to 1,078 feet radius.

- f. Reduces overall bridge area by approximately 200,000 square feet.
 - g. Minimizes future bridge maintenance.
 - h. Provides the same traffic operations as the NCDOT design (Traffic Operations Tech Memo, P. Trencansky, October 2024).
 - i. Reduces the project footprint and resulting proposed right of way (ROW) by 4.8 acres.
 - j. Reducing bridge lengths also improves surface water drainage and minimizes the need for deck drains and potential to closed drainage systems.
 - k. Reducing overall square footage of bridges minimizes areas of potential freezing.
 - l. Construction cost savings of \$52 million.
 - m. Decreases ROW impacts saving NCDOT \$264,000.
 - n. Shortens construction schedule by approximately 6 months.
8. ATC #4 - Modifications at the I-26/Patton Avenue Interchange (Figure 2B)
- a. Simplifies and improves the overall construction phasing from 9 phases to 4 phases.
 - b. Eliminates a substantial amount of temporary pavement and need for a temporary bridge.
 - c. Expedites shifting I-240 traffic off Bowen Bridges twelve months sooner than the 2023 NCDOT Preliminary Plans construction schedule.
 - d. Expedites completion of rehabilitation to the Bowen Bridges by 15 months in comparison to the 2023 NCDOT Preliminary Plans construction schedule.
 - e. Provides greater schedule certainty offering flexibility to address unforeseen challenges during construction west of the FBR.
 - f. Increases the separation between construction operations and vehicle / pedestrian traffic near the I-26/Patton Avenue interchange .
 - g. Reduces length and scope of private utility relocations.
9. ATC #5 - Operational and Safety Improvements to Patton Avenue and I-26/I-240 Interchanges (Figure 2B)
- a. Improves safety by eliminating multiple merging and diverging maneuvers from the freeway system.
 - b. Intersection safety improvements by converting a single 3-phase signal to two 2-phase signals.
 - c. Improves operations with better progression along Patton Avenue and improved operational performance along the freeway system due to the reduction of number of merging and diverging maneuvers.
 - d. Reduces network-wide travel time and improved speeds.
 - e. The proposed design simplifies signing which minimizes driver confusion.

- f. The proposed design modifications will result in better conditions for maintaining traffic during construction.
 - g. Reduces the I-240 WB ramp bridge area by 26,800 square feet.
 - h. Shortens pedestrian bridge over I-240.
 - i. Eliminates straddle bents required for the braided ramp along I-240 just north of Atkinson Street.
 - j. Reduces cut/fill and walls along I-240 improving viewshed for the neighborhoods adjacent to Hill Street.
 - k. Minimizes future bridge and wall maintenance.
 - l. Reducing overall square footage of bridges minimizes areas of potential freezing.
 - m. Construction cost savings of \$12 million.
 - n. Decreases ROW impacts by 0.57 acres.
 - o. Reduces construction schedule of approximately 1 month.
10. Safety improvements
- a. Eliminates ten design exceptions, including items like vertical profile criteria and horizontal stopping sight distance.
11. Aesthetics Package – Coordination with the Asheville Aesthetics Committee yielded multiple aesthetics recommendations for consideration (see Section 2.4.4 for final details of aesthetics recommendations).

Changes from the 2024 AWJV Proposal Plans to the 2025 O&R Plans

12. Optimizes alignment and grade of multi-use path (MUP) from Haywood Rd to Patton Avenue
(Figure 2A) to save ROW costs and impacts, the MUP was placed closer to I-26.
13. Delays replacement of the I-26 bridges over Broadway St (Figure 2C). The northern project limits were originally altered to exclude this area entirely from this portion of the project. However, during design-build process it was determined that the MUP design will extend to the original northern project limits and thus the limits now remain unchanged.
14. The I-26 interchange at Patton Avenue was modified to include a loop ramp (-Y7RPA-) to allow for elimination of one of the bridges over the FBR (Figure 2B)
15. Shortens of the mainline I-26 bridge over Patton with early closure of the Westgate Ramp (Figure 2B).
16. Redesign the Hill Street area to reduce impacts to residents (Figure 2B).
17. Hillcrest Connector Bridge was shifted north and the roundabout relocated to an area with lower ROW impacts/costs to reduce impacts to the Hillcrest Community. A pedestrian bridge was eliminated and its function replaced with multi-use paths on Hillcrest Connector Bridge.
18. Removal of the I-240 and Patton Avenue Interchange (Figure 1B).

19. Lowers posted speed of Patton Avenue to 25 MPH East of FBR (Figure 1B).
20. Cul-de-sacs Clingman Avenue to eliminate an on-ramp.
21. Reduces outside shoulder widths from 14 feet to 10 feet for I-26 and I-240. Reducing the outside shoulders also reduced bridge deck area, asphalt, ROW impacts and construction costs (Figures 2A, 2B and 2C).
22. Eliminates space for future median planters on I-26 and I-240 (Figures 2A, 2B and 2C) which also reduces ROW impacts and construction costs.
23. Retains existing interior bridge rails on the Bowen bridges (Figure 1B) which reduces construction time of rail replacement that would require substantial bridge deck work.
24. Eliminates continuous highway high mast lighting and replacement with traditional light poles yielding cost savings (Figures 2A, 2B and 2C).
25. Eliminates capacity of an additional through lane on I-26 (Traffic Analysis indicated not required for current or future demands).
26. Continued coordination with the Asheville Aesthetics Committee (see Section 2.4.4 for final details of aesthetics recommendations).

2.3 INTERSTATE ACCESS JUSTIFICATION REPORT

Following the approval of the 2023 Record of Decision (ROD), modification to the interchanges within the project necessitated a draft Interstate Access Justification Report (IAJR) to capture and document changes. Following the approval of this Re-Evaluation, the Federal Highway Administration (FHWA) will prepare to issue final approval of the IAJR.

2.4 IMPACTS

Changes to the impacts of the selected alternatives for Section B and Section D from those presented in the 2023 Record of Decision (ROD) as compared with the current design are detailed in the following sections. Section 5.0 contains Table 6 summarizing these impacts.

2.4.1 PARKS AND RECREATIONAL FACILITIES

The designs presented in the 2023 Record of Decision (ROD) and today for the Selected Alternative in Section B require placement of bridge bents in the French Broad River (FBR), which is designated by the state as a paddle trail. A river safety plan is being developed in coordination with NC Wildlife Resources Commission and US Army Corps of Engineers will ensure navigational traffic has safe passage through the construction zone. The project will not adversely impact the use of the river for recreational purposes. Design changes since the approval of the ROD do not change the impacts or access to parks and recreational facilities.

2.4.2 CHURCHES

At the time of the approval of the 2023 Record of Decision (ROD), the design resulted in anticipated ROW and temporary construction impacts at the Hill Street Baptist Church,

Community Baptist Church, and the Haywood Street Congregation on Haywood Street. No churches were anticipated to be displaced by the Selected Alternative in the ROD.

The current design removes all impacts to the Hill Street Baptist church and slightly reduces the impact to parking on the Community Baptist Church. At the Haywood Street Congregation, a sidewalk has been added at the edge near the churches parking lot but within the ROW that was proposed in the ROD. The Haywood Street Congregation church property is also historic and is addressed as part of Cultural Resources impacts in Section 2.4.13.

2.4.3 LAND USE AND TRANSPORTATION PLANNING

There are various applicable local and regional land use and transportation plans that guide decisions and specify future land use and transportation facility visions. The 2023 Record of Decision (ROD) determined that the project, including the design the I-26/Patton Avenue interchange, was generally consistent with existing and future land use and transportation plans, visions and goals.

Unified Development Ordinance

The City's Unified Development Ordinance (UDO) was adopted in 1997 and last updated in 2017. The UDO contains environmental and development regulations including the zoning ordinance which governs the type, density and location of development.

Parcels along Patton Avenue west of the French Broad River (FBR) and adjacent to the I-26/Patton Avenue interchange are zoned Highway Business, Regional Business, Medium Density Multi-Family, Community Business, Neighborhood Business, Resort, and Office.

Based on the 2025 Interactive Asheville Zoning Map, in general, the predominant existing zoning classifications, Highway Business and Regional Business, and the other classifications would permit mixed use development including residential. In addition, variances could be granted, or parcels could be rezoned to accommodate proposed development projects consistent with planned future land use.

Living Asheville: A Comprehensive Plan for Our Future (2018)

An overarching goal of the comprehensive plan is to encourage and promote mixed use development to "create livable, walkable and transit-focused communities." The plan designates Patton Avenue as a Transit-Supportive Corridor and more specifically as a Traditional Corridor from Hazel Mill Road eastward to the river and an Urban Corridor west of Hazel Mill Road. An Urban Center is shown in the location of the existing shopping center area west of the I-26/Patton Avenue interchange near the Florida Avenue intersection. The plan notes a potential I-26 redevelopment area and concentrations of higher density development are proposed along these corridors and within these centers.

The comprehensive plan notes that Traditional Corridors could evolve over time to have a “main street feel” and have the potential to become gateway areas. In terms of Urban Corridors, mixed-use infill development emphasizing multi-modal facilities is planned.

The comprehensive plan recommends the I-26 Connector project be leveraged “as a means to construct multi-modal and placemaking improvements such as sidewalks, bike lanes, greenways, public spaces and opportunities for transit, enhance connectivity to existing residential neighborhoods and mixed-use centers, and alleviate regional vehicular traffic within city limits.” In addition, the plan states the I-26 Connector represents an opportunity to realize the vision of Patton Avenue as an urban gateway into downtown.

The current design is partly consistent with the gateway and future land use visions set forth in the comprehensive plan but will not notably prohibit implementation of the plan or the realization of the goals and visions.

City of Asheville Comprehensive Bicycle Plan (2008)

Patton Avenue is identified in the comprehensive bicycle plan as a priority roadway for improvements to bicycle facilities and Patton Avenue west of the river is recommended for a range of bicycle facility improvements. Both the 2023 Record of Decision (ROD) design and the current I-26/Patton Avenue interchange design would not preclude bicycle facility improvements, such as the planned 18-foot-wide multi-use paths on either side of Patton Avenue and are consistent with this plan.

Downtown Patton Avenue Corridor Feasibility Study (December 2025)

Although this feasibility study and the transportation, land use and urban design recommendations contained within are focused on the portion of Patton Avenue east of the FBR, there are direct parallels to the City’s land use vision for Patton Avenue west of the river. Recommendations within the feasibility study include transforming the corridor to serve as a gateway to downtown, encouraging mixed use development, incorporating multi-modal facilities, and increasing network connectivity. Elimination of the planned I-240/Patton Avenue interchange east of the river has resulted in the agreement to consider excess ROW that could be disposed of or utilized for other purposes. Those efforts coupled with lower speed limits per design revisions will help to support this vision. A roundabout is proposed at the intersection of Patton Avenue and Clingman Avenue but was added to the feasibility study too late to be considered as part of I-2513 B & D project.

Asheville in Motion Mobility Plan (2016)

This plan identifies multi-modal needs within Asheville and creates strategies and recommendations for addressing those needs and focuses on pedestrian, bicycle, transit mobility, and network connectivity within Asheville. Both the 2023 ROD design and the current design are consistent with this plan’s recommendations.

Development Potential

The ROD noted that the Selected Alternative had a low to moderate potential to cause land use changes or accelerate previously planned development throughout the identified probable development areas in the Future Land Use Study Area. Design changes since the approval of the ROD are consistent with this determination.

Local planner input gathered at the time of the 2015 North Carolina Department of Transportation (NCDOT) Land Use Scenario Assessment (LUSA) indicated preference for Patton Avenue over I-26 due to the opportunity it presented to turn Patton Avenue into a local boulevard with multi-modal accommodations, supportive of more intense urban development. It was concluded that under the No-Build and Build scenarios the pace and intensity of commercial and infill development along the corridor would be similar.

The 2018 NCDOT LUSA Addendum identified the I-26/Patton Avenue interchange area as within Probable Development Area 5: I-240/Patton Avenue/Westgate Shopping Center.

ATC modifications to the I-26/Patton Avenue interchange reduced ROW impacts, potentially allowing more ROW to be disposed of or utilized for other purposes. Recent coordination with the Asheville Aesthetics Committee, American Institute of Architects, I-26 Coalition, FBR Municipal Planning Organization (FBRMPO), and elected officials, identified the future utilization of retained ROW, such as through lease agreements, and the disposal of surplus ROW, as potential mitigation. There are agreements for these measures for Patton Avenue east of the river where an interchange with I-26 was previously planned. In the area of the I-26/Patton Avenue interchange west of the river, NCDOT is committed to entering into municipal agreements with the City to utilize available spaces wherever feasible. Potential uses include public art installations, green spaces, parking, skate parks, and other public amenities. This is consistent with a recommendation contained in the Living Asheville Comprehensive Plan that underutilized rights-of-way are repurposed for urban redevelopment.

The various types of large-scale development are defined in the City's (UDO). Review of the City's development tracker indicates there are no recently submitted or pending Level I, Level II, Major Subdivision, Conditional Zoning, or Conditional Use development projects along Patton Avenue west of the river or in the vicinity of the I-26/Patton Avenue interchange.

Review of existing land use and topography along Patton Avenue suggests there are challenges to creating a contiguous urban fabric of development along and adjacent to the Patton Avenue corridor west of the FBR. Higher intensity, transit-oriented development is more likely to develop or redevelop around existing nodes where relatively flat land and connectivity with adjacent residential areas makes dense development more feasible and cost-effective, instead of a more contiguous pattern of mixed-use development served by frequent transit stops.

2.4.4 VISUAL QUALITY

The North Carolina Department of Transportation (NCDOT) defines visual quality as the combination of visual resources and key views and how they relate to the preferences of viewers in the project area. NCDOT defines visual impacts as changes to the landscape, impacts to adjacent properties, and impacts to the community experience such as where the visual quality of the surrounding landscape is diminished, for example by the introduction of large transportation structures. In general, there is a lack of visually sensitive resources along Patton Avenue west of the French Broad River (FBR).

NCDOT considers the visual impacts of transportation projects to the surrounding landscape in accordance with the *Aesthetics Guidance Manual (2015)* which states, “land use defines a community’s growth patterns, strongly influencing the visual impacts of the area. The interconnectivity among the demand for land use, design of the urban form, and supply of the transportation network is important for the sustainable development of towns and regions. Aesthetics and visual considerations of an area are largely dependent on land use planning and should coordinate as appropriate.” In addition, it states, “visual impacts should be given additional consideration and focus on integrating the surroundings, including existing roadway networks and land uses.”

At the time of approval of the ROD, NCDOT was in coordination with the I-26 Connector Aesthetics Committee to determine where appropriate aesthetic improvements can be made on the project to include context sensitive features and reflect the vision of the Asheville community and its neighbors. Subsequent to the ROD, the Aesthetics Committee produced a document titled I-2513 B&D Aesthetics Guidelines (Appendix A). Upon selecting a DBT, NCDOT continued coordination with the committee to incorporate aesthetics into select elements of the project.

The Federal Highway Administration’s (FHWA) best practices for Visual Quality Assessment notes, “visual impacts are seen both by people traveling on the road and by neighbors adjacent to it” and it is recognized that “research shows that not only do these first impressions count in how a community is perceived, but they also affect the community’s social civility and economic vitality. Roads move more than people, goods, and services – they are extensions of a community’s values and aesthetic preferences.”

The Living Asheville Comprehensive Plan designates Patton Avenue as a Gateway Corridor. Public input indicates the redesigned interchange would have a substantial visual impact and that it would be inconsistent with the gateway corridor designation.

The current I-26 overpass design constitutes a notable change and will introduce a new visual element within the Patton Avenue viewshed for motorists, bicyclists, pedestrians, transit riders, and adjacent land uses. The project will result in some degree of visual impact, associated with the addition of a new structure in the viewshed, as opposed to the obstruction or diminishment of an existing vista. Roadway users traveling (EB) along Patton Avenue at the interchange are

on an up slope, and views of downtown are not clearly apparent until beyond the bridge. The proposed open bridge design will rise approximately 28.5 feet above Patton Avenue (17 feet of vertical clearance plus 11.5 feet of bridge structure), preserving the vista across the French Broad River valley beneath the bridge and east of the overpass. As a new visual element, planned aesthetic enhancements to the proposed overpass and surrounding area will serve as appropriate mitigation.

As part of continued coordination and to address I-26 Coalition requests, an aesthetics proposal package was sent to the Asheville Aesthetics Committee in spring 2025. Over the next several months NCDOT and the Committee collaborated to finalize refinements. The committee's recommendations were adopted by the Asheville City Council on October 14, 2025 (hyperlink - https://drive.google.com/file/d/1Oy-hF9a4fE4qUBtI5V_rCv8Kice0KuNL/view).

Complete avoidance of visual impacts is not possible. Visual aesthetic impacts of the I-26 overpass will be minimized through mitigation and enhancement measures. Mitigation and enhancement measures that are under discussion to improve the appearance and visual aesthetics of the bridge could include the installation of conduit for future decorative lighting, an enhanced abutment wall, and public-use spaces for art or recreation. The City will install median landscaping on Patton Avenue west of the river upon completion of construction. Medians that cannot be planted will have stamped and stained concrete.

All potential enhancements to the proposed I-26 overpass were formally approved by the Asheville City Council on October 14, 2025. They are being incorporated into the construction contract as an amendment to the previously approved aesthetic guidelines via a supplemental agreement.

Riverside Drive/Broadway Street – As coordinated with the Aesthetics Committee, the design for Riverside Drive includes a 10-foot wide multi-use path (MUP) and conduit for the accommodate installation of large Sanibel style lights with angled brackets placed along the MUP at 110-foot intervals to match those in the River Arts District. All proposed construction on Broadway Street was eliminated from the project due to budgetary constraints.

Riverside Cemetery - Pursuant to Section 106, it was determined that the visual change to the Riverside Cemetery within the Montford Area Historic District is an adverse effect and will require mitigation. Conversely, opportunities for views and new vistas of Asheville, the FBR, and surrounding mountains and hills would exist for motorists using the improved roadway. The proposed design that would reconfigure the I-240 interchange with US 19.23-70/Patton Avenue would generally be consistent with the existing visual environment. As noted in Section 2.4.13 Cultural Resources, design changes since the approval of the ROD reduced the impacts to visual quality for the Riverside Cemetery. The design was refined to reduce the roadway height along Riverside Cemetery which eliminated the need for a retaining wall and minimizes the visual impact to the cemetery.

Retaining wall from ROD



Current Design eliminates Retaining Wall



Hillcrest Bridge – At the time of the ROD, this was envisioned as a box truss pedestrian bridge.



However, as part of the design-build proposal it was modified to include vehicular traffic as well. NCDOT collaborated with the Aesthetics Committee to incorporate aesthetic rails and lighting into the modified structure which resulted in the following concept.



The rail style and lighting are in coordination with the Aesthetics Committee.

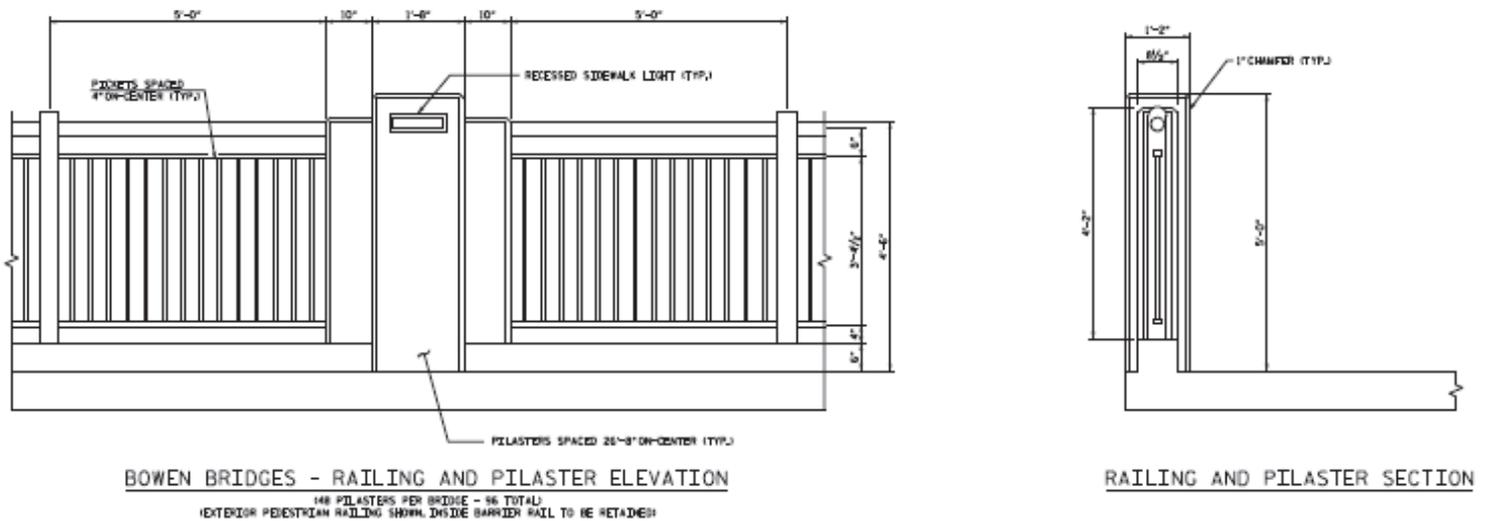
Clingman Avenue Bridge - The Clingman Avenue Bridge was to be a box truss like the Hillcrest Bridge, but the Clingman Bridge was eliminated in the proposed design-build project. The pedestrian access will now be via crosswalks connecting a system of MUPs.

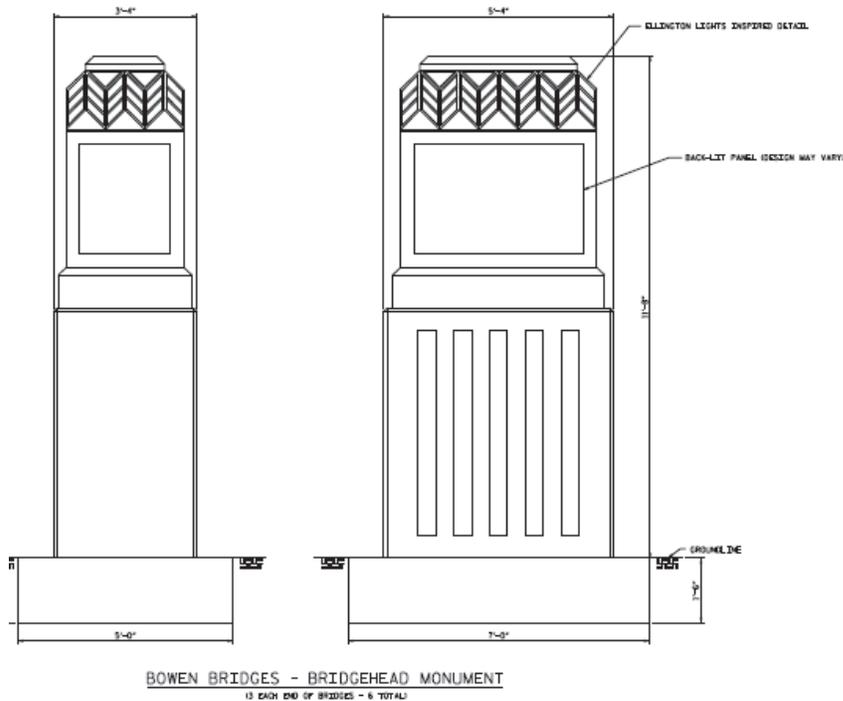
French Broad River Crossing Bridges – The Aesthetics Committee originally conceived of aesthetics being applied to the FBR Crossing but as of February 2023 had decided against it as it was deemed inappropriate for the setting and recommended no aesthetics be considered at this location. Consequently, it was not included in the August 2023 Aesthetics Guidelines.

Bowen Bridge (Bridge No. 323) – Coordination with the Aesthetics Committee resulted in inclusion of “art moderne” architectural features on the pair of bridges as illustrated below. Bridge No. 323 is the bridge of the pair and is eligible for the National Register of Historic Places which is noted in the impacts to Cultural Resources section 2.4.13. As such, there are applicable project commitments that have included coordination with both the Aesthetics Committee and the Historic Preservation Office (HPO). The existing bridge rails and pedestrian lights will be replaced with designs that meet current safety standards and are congruent with the original “art moderne” style of the bridge.

In addition, the non-contributing cantilevered sidewalk would be removed, and the bridge would be converted to a two-lane facility with a ten-foot sidewalk on the existing deck. The decorative architectural embellishments on the substructure will not be removed.

The following are the recommendations of the Aesthetics Committee which have been reviewed and approved by the HPO and incorporated into the design plans.





Patton Avenue East

Mitchell Top Hat style streetlights with black poles will be installed by Duke Energy upon completion of the overall project.

The design for traffic light poles includes fluting on the columns and colored federal green to match traffic poles along Haywood Street.

The City will install landscaping following completion of the shoulders and medians including street trees with tree grates.

Where the medians are solid concrete, they will be stamped and stained with an Ashlar pattern. Where the median does not have to be solid, it will be left such that the City can apply landscaping upon completion of construction.

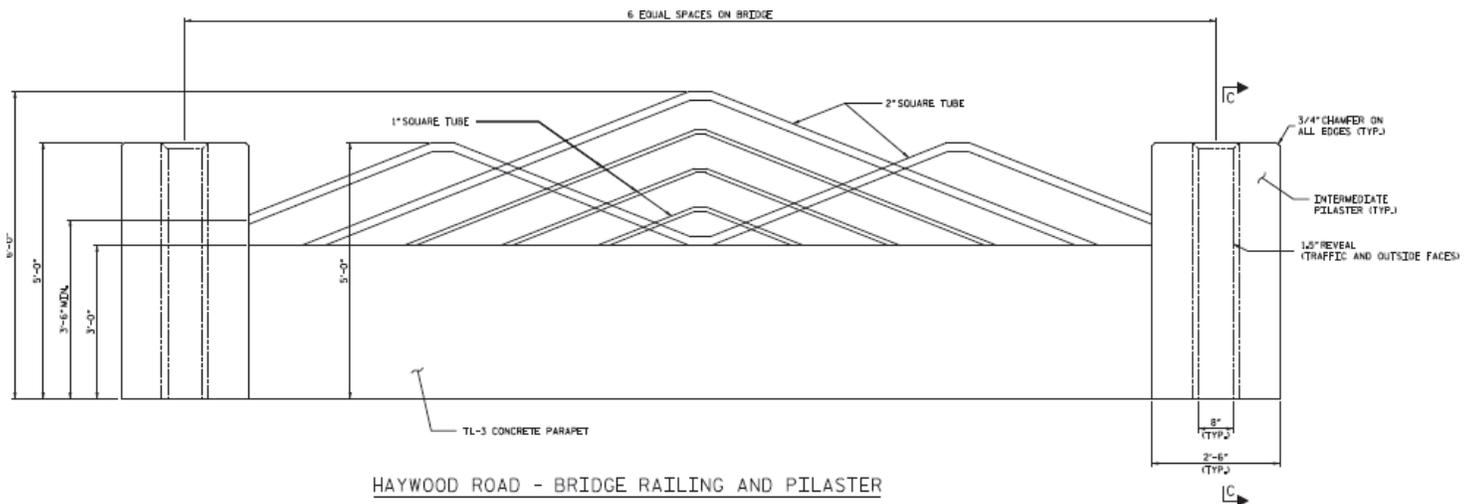
Patton Avenue West

Landscaping will be installed by the City upon completion of construction.

Medians that cannot be planted shall have stamped and stained concrete matching the stamped and stained concrete currently existing between Florida Avenue and New Leicester Highway. (Medians with Median Barrier Rails that cannot be planted will not have stamp/stain.)

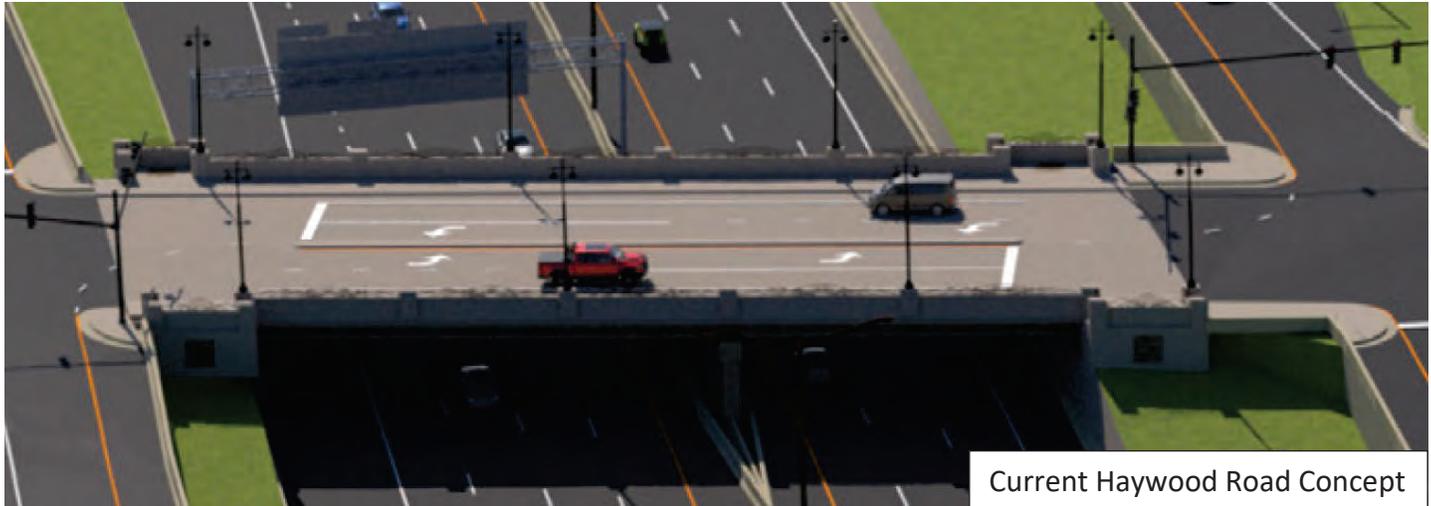
Haywood Road Bridge and Interchange

The Aesthetic Committee's recommendations have been incorporated into the design of the Haywood Road Bridge. The image below is a design detail for the rail as provided to the Aesthetics Committee.



In addition to the custom railing visualized above, the bridge will include the following:

- prominent concrete pillars placed at the corner of the bridge, conduit and mountings for eight decorative Falcon Ridge bridge lights with dual lanterns (to be installed by Duke Energy following completion of the bridge)
- Ashlar pattern stamped concrete on the sidewalk
- smooth concrete space for four medallions to be installed by the City
 - boxed abutments with outcroppings
 - tiered retaining wall to allow landscaping
 - the City logo embossed in the end of the center pier cap on both sides
 - space for pre-cast architectural medallions on traverse face of the abutments (medallions to later be installed by the City)
 - square columns on center piers
 - detailing of inside face of pilasters will receive the same reveals and detailing as the outside



Aesthetics Committee Recommendations outside of Sections B and D

Visualization recommendations not in the B & D Sections of I-2513, include recommendations for the State Street Bridge, the Amboy Road Interchange and the Brevard Road Interchange. These will be addressed as part of the A and C Sections of the project.

Patton Avenue Interchange

As noted in Section 2.2, the ROD design was modified from carrying Patton Avenue over I-26 to I-26 to be constructed over Patton Avenue. The proposed structure will have 17 feet of vertical clearance above Patton Avenue. The overall bridge length will be 1745 feet with the portion over Patton Avenue being 158 feet long on the west side and 168 feet long on the east side. The depth of the structure will be approximately 11.5 feet.

As an outcome of public involvement, there was substantial opposition to placing the I-26 above Patton Avenue instead of under Patton Avenue based on the visual impact with opponents having advocated since 2008 for a “gateway to downtown” with an urban sense of design. The vision included vegetative barriers, bike paths, extended sidewalks, and increased street front living and commercial space. While public comments anticipated continuous urban development along Patton Avenue, the area surrounding the Patton Avenue and I-26 interchange would not be available for private development within the right of way. Public comments noted that the current proposal destroys that vision creating a “150-foot dark tunnel” and also expressed concern that the overall structure will potentially entice homeless encampments under the structure diminishing the sense of safety to bicyclists and pedestrians. The current design proposes a sidewalk and multi-use path, and more information regarding the visual aesthetic of the design can be found in Section 2.4.4.

NCDOT is actively engaging with local stakeholder groups to address concerns raised by the community at the April 2025 Public Meeting. Initial coordination has focused on enhancing the

proposed overpass concept. Considerations include improvements to appearance and safety, such as lighting, public-use spaces for art or recreation, a potential recreational node, and install alternative bridge joints to reduce noise between the sections of the bridge over Patton Avenue. Upon completion of the project, NCDOT will re-engage with the City regarding public use-spaces for art and recreation.

2.4.5 BICYCLE AND PEDESTRIAN ACCESSIBILITY, MOBILITY AND SAFETY

Accessibility and Mobility

The design change would result in bicyclists and pedestrians traveling the same distance, however, the I-26 overpass will create an approximately 260-foot-long enclosure, instead of crossing I-26 on a bridge. The I-26 overpass will have 17 feet of vertical clearance above Patton Avenue. The width of the bridge is 158 feet on the west side and 168 feet on the east side.

The design change will cause bicycle and pedestrian activity traveling through this enclosed space to experience diminished aesthetics, increased noise levels and a concentration of odors under the overpass. Proposed enhancements including alternative bridge joints to reduce noise under the bridge, additional lighting, art installations and the potential creation of a destination space under the bridges would mitigate the impacts. Community cohesion impacts or changes in travel patterns are not anticipated because of this potential barrier.

There will be no change in the level of bicycle and pedestrian accessibility and mobility of the current interchange design in comparison to the 2023 ROD design. The current interchange design incorporates planned bicycle/pedestrian facilities similar to the previous design and will serve to increase bicycle and pedestrian network connectivity, accessibility, and mobility along the corridor and to adjacent areas consistent with community desires and transportation plans. The increase in accessibility and mobility will also facilitate the civic use of the interchange area if pursued.

Safety

Planned 18-foot-wide multi-use paths on either side of Patton Avenue through the interchange and other pedestrian facilities and improvements will increase safety for all modes due to the physical separation from vehicles and increased connectivity. The current design results in no notable changes to bicycle and pedestrian safety in comparison to 2023 ROD design.

As noted in Section 2.4.4, public input indicates concern that the I-26 overpass would create an imposing barrier and unsafe situation due to a lack of lighting and might create homeless encampments. Design changes and mitigation measures to increase safety and security, such as additional lighting and vertical bridge abutments (to discourage homeless encampments) have been incorporated.

As specified in North Carolina Department of Transportation (NCDOT) guidance, temporary bicycle and pedestrian accommodations will be provided during construction to maintain

bike/ped access and mobility through the I-26/Patton Avenue interchange. ATC design modifications incorporated in the current design also result in greater separation between construction operations and vehicle/bicycle/pedestrian traffic in the interchange area, increasing safety.

2.4.6 RELOCATIONS

The 2023 Record of Decision (ROD) determined that 51 residential and 29 business relocations were estimated for Section B, and no residential and 4 business relocations were estimated for Section D. The updated design presented at the April 2025 Public Meeting presented 40 residential and 28 business relocations.

The current design addressed as part of this Re-Evaluation has been updated to account for utilities, drainage and maintenance of traffic requirements not accounted in either the 2023 ROD or the April 2025 Public Meeting. This results in 52 residential relocations and 24 business relocations (Section B – 52 residential, 20 businesses, Section D – 0 residential, 4 businesses). These are higher than the results presented at the April 2025 Public Meeting but similar to the impacts from ROD.

The attached Relocation Report (Appendix F) notes 12 fewer residential relocations and 10 fewer business relocations than in the previous paragraph because they have already been acquired through advanced acquisition.

The current relocations are illustrated in Figures 4A-4D.

2.4.7 COMMUNITY IMPACTS

As of January 20, 2025, the acting administration revoked E.O. 13985 Advancing Racial Equity and Support for Underserved Communities Through the Federal Government. On January 21, 2025, the administration revoked Executive Order (E.O.) 12898 Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. As of February 5, 2025, E.O. 14154 Unleashing American Energy rescinded the consideration of Environmental Justice (EJ) as well as cumulative effects analysis as it pertains to land use and human and natural environmental effects. E.O. 14154 also rescinded E.O. 14008 Tackling the Climate Crisis at Home and Abroad. As of March 1, 2025, E.O. 14224 Designating English as the Official Language of the United States revoked E.O. 13166 Improving Access to Services for Persons with Limited English Proficiency. Communities assessed in the Record of Decision (ROD) along with Riverside are assessed in this Re-Evaluation.

Fairfax Virginia

A portion of the Fairfax Virginia neighborhood abuts current Section B in the southwest quadrant of the Haywood Road interchange. In this quadrant, south to Montana Ave, there were potential relocations noted in the ROD, concentrated along the proposed ROW.

The ROD stated that to further mitigate community cohesion effects, the footprint of the Haywood Road interchange was reduced per input from the City and the community. The bridge was designed to include 6-foot-wide sidewalks and a roadway typical section with width to accommodate a future striped 5-foot bicycle lane in each direction.

The ROD concluded that “while direct impacts to the Fairfax/Virginia Avenue Community do occur, they are along the periphery of the neighborhood and are not anticipated to reduce community cohesion or stability.” Direct impacts included residential and business relocations. The ROD design resulted in 7 residential relocations and 3 business relocations in this community. There are 3 business relocations for the 2025 design and 9 residential relocations.

Mitigation measures, including proposed greenway connections at Fairfax Avenue and Virginia Avenue, were incorporated during the refinement of the 2025 design. These connections will expand network connectivity and bike/ped mobility and safety providing mitigation and improved conditions.

Kentucky / Hanover / Pisgah View

A portion of this neighborhood is adjacent to the currently defined Section B in the southeast quadrant of the Haywood Road interchange. In this quadrant, south to Montana Ave, the ROD noted 7 residential relocations and the potential for recurring impacts, aesthetic impacts, and noise impacts. There were no business relocations. The 2025 design shifted the alignment to the west and reduced the Haywood Road interchange footprint as minimization measures. However, the 2025 design is anticipated to result in 11 residential relocations along Hanover Street and no business relocations.

Community cohesion impacts are not anticipated as impacts are along the periphery of the neighborhood.

Enhancements include the extension of the West Asheville Greenway to Haywood Avenue, which will improve bike/pedestrian mobility and safety and enhance network connectivity for the neighborhood.

The ROD concluded there was a potential for recurring impacts to this community in the form of noise impacts, visual impacts and difficulty in finding replacement housing. Overall, the conclusion in the ROD that the burden of the proposed project to this neighborhood would be low remains valid as the project would minimize ROW impacts and relocations, and provide mobility, safety and access improvements.

Burton Street

Impacts noted in the ROD included the potential for recurring impacts, community cohesion impacts, changes in access, and relocations. The 2025 design has shifted the alignment to the east as a minimization measure. The ROD noted that the North Carolina Department of Transportation (NCDOT) is committed to addressing adverse impacts on the Burton Street Community. The ROD noted 8 relocations within the community and the 2025 design will result in 4 residential relocations and 7 business relocations within this community.

The 2025 design further reduces adverse impacts to the community by avoiding the potential relocation of the Community Baptist Church. The implementation of avoidance, minimization and mitigation measures will ensure that there are no adverse impacts to the Burton Street Community and that benefits and burdens are equally shared.

NCDOT formed a working group with the City of Asheville and the Burton Street Community Association leadership in 2019 to determine how to implement the strategies outlined in the 2018 Burton Street Neighborhood Plan. This outreach is still ongoing, with some goals and strategies requiring additional engagement with Burton Street residents to ensure the mitigation aligns with the community's goals.

As part of agreed upon mitigation commitments, the following have been incorporated into the design:

- the Haywood Road bridge will be shortened, intersections will be improved
- a pedestrian path will be constructed to provide a connection from the Burton Street Community to the multi-use path, transit stops on Patton Avenue
- sidewalks will be upgraded to ADA standards, new transit stops will be evaluated, and bus shelters will be added along Burton Street
- a mural will be included on any noise wall found to be feasible and reasonable, enhancements will be made to the community center
- a vegetated buffer will be installed
- a new park will be constructed at Smith Mill Creek

Other strategies identified in the neighborhood plan such as installing speed control measures and traffic enforcement will be coordinated with the neighborhood.

Westwood Place

The Westwood Place neighborhood is located along Section B on the east side of the project corridor. As noted in the ROD, “the community would incur direct impacts due to proposed ROW acquisition along the northern and western periphery of the community.” These direct impacts would be in the form of business relocations. It was further concluded that proposed bike/pedestrian facilities on Patton Avenue had the potential to increase the quality of life within the community due to increased access as part of the connection to Patton Avenue and

across the French Broad River (FBR) to downtown Asheville via the proposed West Asheville multi-use path (MUP), increased safety, and decreased emergency response time. It was also stated that the project would not change the traffic patterns on the surface streets within the community. The ROD noted that due to these positive impacts the burden on the community was anticipated to be low.

The 2025 design proposes to construct a ramp from northbound I-26 to Patton Avenue at an at-grade signalized intersection, which will result in additional business relocations. The 2025 design will result in 19 residential and 4 business relocations.

With regard to the proposed I-26 overpass of Patton Avenue, NCDOT is committed to entering into municipal agreements with the City to utilize available spaces wherever feasible. Potential uses include public art installations, green spaces, parking, skate parks, and other public amenities. This is consistent with a recommendation contained in the Living Asheville Comprehensive Plan that underutilized rights-of-way are repurposed for urban redevelopment.

Westgate

The Westgate area is located along Section B on the north side of the project corridor, northeast of the I-26/Patton Ave. interchange and adjacent to the French Broad River. Land uses in this area primarily include commercial/retail along Patton Ave. and in the Westgate Regional Shopping Center, an institutional use, and seven single family residences on Emma Road and the road named Westwood Place (different from the community named Westwood Place). The Westgate Regional Shopping Center, which opened in 1956, was the city's first major shopping center constructed outside of downtown. The 2025 Design proposes a reconfiguration of the I-26/Patton Ave. interchange, a new location portion of I-26 to the west of the shopping center, the elimination of the existing Cliff Street/Patton Ave. intersection, and maintaining right-in and right-out access at the shopping center entrance onto Patton Ave. Sidewalk is proposed on the north side of Patton Ave. fronting the shopping center and providing access at the entrance and network connectivity to the east and west. The 2025 Design will not impact any residences but will result in 5 business relocations.

River Arts District

The 2025 design will not result in direct impacts to the River Arts District, but a sidewalk connection will be constructed to the MUP on the south side of Patton Avenue.

West End / Clingman

The West End/Clingman Community is located south of Patton Avenue and east of the river. The 2025 design will not result in direct impacts to the Westend/Clingman neighborhood, but a sidewalk connection will be constructed to the MUP on the south side of Patton Avenue at the end of Craven Street.

Hillcrest Apartments

The Hillcrest Apartments are adjacent to Section B. The ROD determined impacts to the Hillcrest Apartments to be minor. The final design lowered the grade of realigned Atkinson Street resulting in the potential for increased noise impacts and evaluation of a noise wall. If a noise wall is determined to be feasible and reasonable, the owner(s) and residents of benefited locations will be balloted to determine if a majority are in favor.

In addition, proposed final design modifications including sidewalk extensions, and the addition of the MUP and a pedestrian bridge, will enhance network connectivity and bicycle and pedestrian mobility. Modifications include additional sidewalk connectivity from the Hillcrest Apartments to the realigned Hill Street, as well as a grassed berm to separate residents from Hill Street. Additionally, a pedestrian bridge is proposed at the entrance of the community to provide access across I-240 to Hill Street. A sidewalk is included on the southeast corner of the property to provide direct access to Patton Avenue and the multi-use path (MUP) along Patton Avenue. The existing pedestrian bridge east of the Jeff Bowen Bridges, south of Hillcrest is proposed to be removed and the existing pedestrian bridge south of the Isaac Dickson Elementary School is proposed to be replaced as part of the 2025 design.

Montford

The Montford Community is adjacent to Section B. As noted in the ROD, the Selected Alternative had an adverse effect on Riverside Cemetery within the Montford Area Historic District. To mitigate these impacts on the cemetery, NCDOT revised the design to lower the US 19-23-70 roadway, eliminating the need for a retaining wall. NCDOT has incorporated single pole lights instead of high mast poles to minimize dispersion of light. Vibration and monitoring studies will be implemented just prior to construction. Following completion of construction NCDOT will establish a vegetated buffer. Trees within the cemetery property whose root zones are likely impacted and will be mitigated as described in Section 2.4.11, Historic Architecture.

As noted in the ROD, the expected overall burden of the project to the community would be low as the project would increase mobility and access and provide modest safety improvements for the community.

Design changes resulted in the reduction in displacements along Hill Street and reduction in direct impacts on the Montford Community. The 2025 design indicates that there will be 3 residential relocations within the community and no business relocations.

Murphy Hill

The Murphy Hill Community is located west of the river, adjacent to the new location portion of Section B. No direct impacts to this community were noted in ROD. Impacts to the community from the 2025 design include a slight change in access due to the realignment of the Cliff Street and Patton Avenue intersection and the potential for noise impacts from the proposed new alignment of I-26 immediately to the west of the community. The 2025 design will result in 1

business relocation and no residential relocations. The new location roadway also has the potential to impact this neighborhood in terms of visual and aesthetic impacts.

Emma Road / Bingham Road

The Emma Road/Bingham Road Community, is located west of the river and northwest of the new location portion of Section B. According to the ROD, a Limited English Proficiency (LEP) community resides in the Woodridge Apartments, and the Maple Terrace manufactured homes neighborhood, which are not anticipated to be directly impacted by the 2025 design. The ROD stated that “the southeastern portion of this community would incur direct impacts [in the form of] residential relocations and ROW acquisition.” Impacts projected to occur near the community would include visual impacts associated with clearing of vegetation and alteration of the visual environment. The Selected Alternative is anticipated to benefit the community in the form of improved emergency response times. The ROD noted there would be 4 residential relocations and further stated that the overall burden of this project would be low.

The Woodridge Apartments and the Maple Terrace neighborhood will not be directly impacted. The new location roadway will cross Emma Road north of the Murphy Hill neighborhood. The 2025 design indicates that there will be 4 residential relocations and no business relocations.

Houston / Courtland

The ROD noted that no direct impacts to this community were anticipated, with no residential or business relocations. Furthermore, “As part of the stipulations outlined in the January 2021 Section 106 Memorandum of Agreement (MOA), NCDOT and Federal Highway Administration (FHWA) agreed to evaluate lessening impacts to the Riverside Cemetery within the Montford Historic District by modifying the preliminary design in proximity to the cemetery to decrease visual impacts from the proposed project. This modification resulted in the potential relocation of 3 residences on the periphery of the community not accounted for previously.

The current level of access to the neighborhood will remain via a new Atkinson Street bridge and realignment of Hill Street. The 2025 design was further refined to minimize impacts and will result in 2 residential relocations and no business relocations.

Riverside

The Riverside area is located adjacent to the French Broad River to the north of the identified River Arts District. This area is bounded by Patton Ave. on the south, Riverside Drive on the east and Broadway Street on the north. Structures in this area were extensively damaged by floodwater from Hurricane Helene and some structures were demolished. The proposed new I-26 bridge crossing the river and other proposed improvements will result in 4 business relocations and no residential relocations.

UNC Asheville

No direct impacts to UNC Asheville will result from the project. The inclusion of a MUP and sidewalk along Riverside Drive is anticipated to benefit the university through expanded bike/ped mobility for students and faculty.

2.4.8 HISTORIC ARCHITECTURE

Historic Architecture

Pursuant to Section 106 of the National Historic Preservation Act, the State Historic Preservation Office (HPO) concurred with the North Carolina Department of Transportation's (NCDOT) determination that the project will have no adverse effect upon the following properties identified in or near the Area of Potential Effects (APE) that are already listed in or eligible for the National Register of Historic Places (NRHP): the Biltmore Estate, Buncombe County Bridge 216, the Baker Building, the Montford Hills Historic District, and the Haywood Street United Methodist Church. HPO concurred with the determination that the project will have no adverse effect upon the following properties provided the environmental commitments stipulated in a Memorandum of Agreement (MOA) signed January 27, 2021, are fulfilled: the Asheville School, West Asheville/Aycock School Historic District, Freeman House, the William Worley House, and the Great Smoky Mountain Park Bridge (Buncombe County Bridge No. 323). Bridge 323 is also known as and later identified as the "Bowen" Bridge in this Re-Evaluation. There are project commitments that have been approved by SHPO regarding the City's requested aesthetic modification of the bridges. Illustrations can be seen in the Visual Quality portion of this Re-Evaluation.

The Selected Alternative was determined to have an adverse effect on Riverside Cemetery within the Montford Area Historic District. The design was refined to reduce the roadway height along Riverside Cemetery which eliminated the need for a retaining wall and minimizes the visual impact to the cemetery. The final design resulted the need for new utility pole supplying power to the property resulting in a 1,500 square foot easement in the northwest corner of the property. Additionally, trees will be cleared in the transmission corridor in the southwest corner and most of the trees within NCDOT ROW will be removed. The Section 106 Memorandum of Agreement required a tree survey that was conducted and identified 25 live trees whose critical root zone most likely result in killing the tree. Additionally, the root zones of 7 dead trees were impacted.

Following through with the commitment to coordinate the results of the tree survey and management plan with the city, NCDOT and the city agree upon mitigation which will include NCDOT doing the following:

Tree Removal – NCDOT and the City will monitor the 32 trees whose root zones are affected on cemetery property over the next few years. At the city's discretion, if they

show signs of stress and the city wants them removed, NCDOT will seek right of entry from the city to have a contractor remove the affected trees and grind the stumps.

Landscape Design – NCDOT will contract with work with a landscape designer in close coordination and with the approval of the city to develop a plan for the location and species of trees to be replaced.

Placement of New Trees – NCDOT will hire a landscaping contractor to place the new trees at the locations specified in the landscape plan.

The City provided an e-mail on 2/10/26 agreeing to the proposed mitigation. This information was presented to HPO on February 26, 2026, who agreed that the Section 106 effect finding for the Riverside Cemetery within the Montford Area Historic District could be reduced from “Adverse Effect” to “No Adverse Effect.” HPO, as the Section 4(f) Official with Jurisdiction for historic properties, formally acknowledged that FHWA will use HPO’s concurrence with the “No Adverse Effect” finding for the cemetery under Section 106 to support a de minimis determination for Section 4(f). Documentation of the Section 106 coordination is attached as Appendix G.

2.4.9 ARCHAEOLOGY

There are no archaeological sites of concern within Sections B and D currently proposed for construction.

2.4.10 NOISE

In accordance with Title 23 Code of Federal Regulations Part 772, Procedures for Abatement of Highway Traffic Noise and Construction Noise (Title 23 CFR 772) and the North Carolina Department of Transportation Traffic Noise Policy, each Type I highway project must be analyzed for predicted traffic noise impacts. In general, Type I projects are proposed State or Federal highway projects that construct a highway on new location, add new through lanes to an existing highway, substantially change the horizontal or vertical alignment of an existing highway, add an auxiliary lane 2,500 feet long or longer, or relocate interchange ramps or loops to complete an existing partial interchange, or involve new construction or substantial alteration of transportation facilities such as weigh stations, rest stops, ride-share lots or toll plazas.

Traffic noise impacts are determined through implementing the current Traffic Noise Model (TNM[®]) approved by the Federal Highway Administration (FHWA) and following procedures detailed in Title 23 CFR 772, the North Carolina Department of Transportation (NCDOT) Traffic Noise Policy and the NCDOT Traffic Noise Manual. Measures for reducing noise levels must be considered wherever traffic noise impacts occur. Construction noise impacts may occur if noise-sensitive receptors are in proximity to project construction activities. All reasonable efforts should be made to minimize exposure of noise sensitive areas to construction noise impacts.

A Traffic Noise Report (TNR) was completed for the entire I-2513 project in August 2019 in compliance with the 2016 Traffic Noise Policy. (Prior to the TNR, multiple noise studies were conducted for the project between 2007 and 2015 under previous noise policies, and a summary of these can be found in Section 1 of the 2019 TNR.) The 2019 TNR documented updated traffic noise analysis that was conducted to 1) address the Preferred Alternative including design revisions since its selection as the Preferred Alternative; 2) utilize recently updated traffic data; and 3) comply with the revised NCDOT Traffic Noise Policy that became effective in October 2016. Subsequently, a TNR Addendum was completed in March 2021 to address revisions to the design of Section B that occurred after the 2019 TNR.

The 2023 Record of Decision (ROD) was published in May 2023, making this project subject to the 2021 Traffic Noise Policy. Following approval of the ROD, and as part of the design-build process for I-2513 B&D, a preliminary noise analysis was conducted in the fall of 2024 for select noise sensitive areas throughout sections of I-2513 B&D based on the revised design associated with the project's Optimization and Refinement (O&R) process and to ensure compliance with the 2021 Traffic Noise Policy. The original purpose of the analysis was to inform the DBT of the potential changes in cost associated with noise abatement. The analysis consisted of reviewing and modifying the traffic noise models used for the March 2021 TNR Addendum to reflect the new O&R design. In some cases, revisions were made to the model to address issues such as terrain line placement, barrier on bridge structure modeling, and other items that the DBT's noise analyst determined were necessary.

Table 1 provides a comparison of the noise abatement evaluation conclusions of the planning level noise analysis (as documented in the I-2513 TNR and/or the I-2513 B TNR Addendum, as applicable) versus the preliminary O&R noise analysis.

Table 1 Noise Abatement Comparison Table

In the following table Noise Sensitive Areas are referred to as NSA, multi-use paths are referred to as MUP, and under the Noise Barrier Location Column, noise walls are designated by "NW" plus a numeration, for example NWA-124 or NWB 8.

Section Noise Sensitive Area	Noise Barrier Location	Study	Length (feet)	Average Height ¹ (feet)	Area (Square Feet)	Impacts	Impacted & Benefited	Total Benefits	Area (square feet) per benefited receptor/ Allowable area per benefitted receptor	Likely?
A NSA A-4	NWA-124 LB1-Sta. 10+50.00 to Y6RPBREV-Sta. 21+13.56	O&R	6,300 ²	23	144,000	56	48	109	$\frac{1,321}{1,500}$	Yes
		TNR	6,300	23	144,000	56	48	109	$\frac{1,321}{1,500}$	Yes
A NSA A-5	NWA-35 LB1-Sta. 10+49.28 to Y6RPC Sta. 22+05.37 1	O&R	3,150	20	63,000	40	38	78	$\frac{808}{1,500}$	Yes
		TNR	3,150	20	63,000	40	38	78	$\frac{808}{1,500}$	Yes
A NSA A-7	NWA-7 MUP1-Sta. 13+38.00 to Sta. 23+00.00	O&R	965	16	15,484	9	9	14	$\frac{1,106}{1,500}$	Yes
		TNR	850	16	13,600	9	9	14	$\frac{983}{1,500}$	Yes
B NSA B-1 and A-6	NWB-1 Y6RPA Sta. 25+48.92 to Y7RPB-Sta. 15+79.50	O&R	3,088	18	56,938	32	31	48	$\frac{1,187}{1,500}$	Yes
		TNR	2,800	22	61,400	28	24	43	$\frac{1,428}{1,500}$	Yes
B NSA B-2	NWB-2 MUP1-Sta. 23+98.12 to MUP1-Sta. 53+40.41	O&R	3,295	20	65,894	30	27	51	$\frac{1,292}{2,000}$	Yes
		TNR	2,450	22	54,400	17	12	31	$\frac{1,755}{1,500}$	No
		TNR Adden	300	17	5,102	3	2	2	$\frac{2,551}{2,000}$	No
B NSA B-3	NWB-3.1 Along I-240 WB to I-26/I-240/Patton Avenue Interchanges	O&R	N/A ³	N/A ³	N/A ³	30	0	0	N/A ³	No
		TNR Adden	1,017	13	13,624	30	4	6	$\frac{2,271}{2,500}$	Yes
B NSA B-3	NWB-3.2 Along I-240 WB to I-26 EB	O&R	1,875	24	45,010	30	23	23	$\frac{1,957}{2,500}$	No ⁴
		TNR Adden	1,875	24	45,010	30	23	23	$\frac{1,957}{2,500}$	No ⁴
B NSA B-4	NWB-4 Along Patton Avenue to I-240 EB ramp	O&R	1,550	12	18,301	6	4	4	$\frac{4,575}{2,500}$	No
		TNR Adden	1,550	12	18,301	6	4	4	$\frac{4,575}{2,500}$	No
B NSA B-5	NWB-5	O&R	N/A ³	N/A ³	N/A ³	0	N/A ³	N/A ³	N/A ³	N/A ³

	Along I-240 WB between Atkinson Street and the Bowen Bridges over the French Broad River	TNR Adden	462	17	7,691	3	3	19	<u>405</u> 1,500	Yes
B NSA B-5	NWB-5.1 Y25A-Sta. 25+80.00 to Sta. 28+15.00	O&R	234	10	2,372	4	3	3	<u>791</u> 1,500	Yes
		TNR Adden	234	10	2,372	4	3	3	<u>791</u> 1,500	Yes
B NSA B-5	NWB-5.2 Y25A-Sta. 13+00.00 to Sta. 25+00.00	O&R	1,472	12	18,008	44	44	58	<u>310</u> 1,500	Yes
		TNR Adden	N/A ³	N/A ³	N/A ³	0	N/A ³	N/A ³	N/A ³	N/A ³
B NSA B-6	NWB-6 Along the I-240 WB to I-26 WB ramp adjacent to Courtland Pl	O&R	N/A ³	N/A ³	N/A ³	5	N/A ³	N/A ³	N/A ³	N/A ³
		TNR Adden	190	13	2,380	5	2	2	<u>1,190</u> 1,500	Yes
B NSA B-8	NWB-8 Along the I-240 WB to I-26 WB ramp adjacent to Courtland Pl	O&R	2,449	24	58,780	10	1	1	<u>58,780</u> 1,500	No
		TNR Adden	2,449	24	58,780	10	1	1	<u>58,780</u> 1,500	No
B NSA B-8.1	NWB-8.1 Along I-26 WB between Courtland Place and Westover Drive	O&R	1,800	22	39,697	1	1	2	<u>19,849</u> 1,500	No
		TNR Adden	1,800	22	39,697	1	1	2	<u>19,849</u> 1,500	No
B NSA B-9	NWB-9 Along I-26 WB between Pearson Drive and Broadway Street	O&R	3,050	20	60,500	17	13	23	<u>2,630</u> 1,500	No
		TNR Adden	3,050	20	60,500	17	13	23	<u>2,630</u> 1,500	No
	NWB-9.1 Along I-26 WB between Pearson Drive and Klondyke Avenue	O&R	1,850	23	43,100	13	8	10	<u>4,310</u> 1,500	No
		TNR Adden	1,850	23	43,100	13	8	10	<u>4,310</u> 1,500	No
	NWB-9.2 Along I-26 WB between Pearson Drive and Klondyke Avenue	O&R	2,000	23	46,700	3	2	2	<u>23,350</u> 1,500	No
		TNR Adden	2,000	23	46,700	3	2	2	<u>23,350</u> 1,500	No
	NWB-9.3 Along I-26 WB west of Hibriten Drive	O&R	1,000	23	23,297	10	6	6	<u>3,883</u> 1,500	No ⁴
		TNR Adden	1,000	23	23,297	10	6	6	<u>3,883</u> 1,500	No ⁴
	NWB-9.4 Along I-26 WB between Klondyke Avenue and Broadway Street	O&R	1,400	22	30,100	5	5	14	<u>2,150</u> 1,500	No
		TNR Adden	1,400	22	30,100	5	5	14	<u>2,150</u> 1,500	No

B NSA B-10	NWB-10 Along I-240 WB north of Hill Street	O&R	N/A ³	N/A ³	N/A ³	4	N/A ³	N/A ³	N/A ³	No
		TNR Adden	550	16	9,000	4	3	5	<u>1,800</u> 2,000	Yes
B NSA B-11	NWB-11 Along I-240 EB between Roberts Street and Park Avenue North	O&R	N/A ³	N/A ³	N/A ³	1	N/A ³	N/A ³	N/A ³	No
		TNR Adden	650	12	7,800	3	2	5	<u>1,560</u> 1,500	No
<ol style="list-style-type: none"> 1. Average Height and total Square Feet are from TNM and do not include NCDOT required panel embedment or top of panel aesthetic smoothing. 2. Noise Barrier was not reassessed during the O&R. The data and conclusion from the TNR were assumed for the O&R. See write-up below for additional explanation. 3. See write-up below for additional explanation. 4. SF/Ben = Area per benefited receptor - Allowable SF/Ben = Allowable area per benefitted receptor 5. Barrier is not reasonable due to an inability to achieve at least 7 dB(A) noise reduction for at least one benefited receptor 										

Likelihood

In accordance with the Noise Policy, consideration for noise abatement measures was given to all impacted receptors. The Noise Policy requires identification of whether it is “likely” or “unlikely” that noise barriers will be installed for each noise sensitive area identified. “Likely” does not mean a firm commitment. The final decision on feasibility and reasonableness of noise abatement will be made upon completion of the project design, completion of a Design Noise Report (DNR), both of which are ongoing, and the voting process in accordance with the NCDOT Noise Policy. Seven traffic noise abatement measures assessed in this O&R traffic noise analysis preliminarily meet the Noise Policy feasibility and reasonableness criteria and are considered likely to be installed for the I-2513 B&D project. These likely noise abatement measures are described in Table 2.

NWA-35 and NWA-124

NWA-35 and NWA-124 parallel I-240 on the east and west sides, respectively, south of the Haywood Road interchange. The proposed barriers span both the I-2513 B & D and I-2513 AC projects, with most of the barrier systems within the I-2513 AC project. Because these noise walls overlap both projects, and because there are limited changes to the proposed O&R improvements south of Haywood Road as compared to the TNR design, these walls were not reassessed during the O&R. A breakpoint location was provided by NCDOT for which project would build which portion of the proposed wall and the conclusion from the TNR that the barriers would be feasible and reasonable was assumed for the O&R.

NWA-7

In the O&R, NWA-7 is likely along northbound I-240 from the Haywood Road interchange for approximately 965 feet providing noise reduction to noise sensitive properties within NSA A-7. This wall was also likely in the TNR, but during the O&R, some adjustments to the barrier optimization were completed to account for changes to the nearby MUP.

NWB-1

In the TNR, NWB-1 was likely along southbound I-240 from the proposed on-ramp from Patton Avenue to Haywood Street. During the O&R, this wall remains likely. The barrier was optimized, which yielded a greater number of benefited receptors with a barrier that is slightly longer in length but slightly lower in height than the TNR barrier.

NWB-2

In the TNR, NWB-2 was evaluated along northbound I-240 from the existing self-storage facility to the proposed ramp to Patton Avenue and found not to be feasible and reasonable (F&R) because it was not cost-effective. The TNR Addendum analysis limited NSA B-2 to include only the northern residences in this area that were adjacent to the roadway changes associated with the addendum and therefore evaluated a much shorter wall which was also found not to be F&R because it was not cost-effective. The O&R restored the NSA area to its full size, including the revised grades of I-240 per the new design, adjusted modeling of terrain lines and Dellwood Street, and added new residences on Ruslan Drive. The O&R noise abatement analysis resulted in an increased number of impacts and a noise barrier that was F&R in the O&R design. NWB-2 is a multi-barrier system allowing for changes in terrain as well as required gaps for streetside multi-use path access.

NWB-3.1

NWB-3.1 was evaluated along the new I-26/I-240 alignment north of Patton Avenue that provides a new ramp connection from I-240 WB to Patton Avenue. The barrier was found not to be F&R in the TNR but was found to be F&R in the TNR Addendum. Review of the TNR Addendum noise models found an issue with modeling of a noise barrier on a bridge structure. In the O&R, updating the models with new roadway alignments and correcting the barrier on structure modeling issue resulted in a barrier system not being feasible, as a five decibel noise reduction could not be achieved, and therefore, no receptors were benefitted by an analyzed maximum height barrier.

NWB-3.2

NWB-3.2 was considered along the ramp from I-240 WB to I-26 EB north of Patton Avenue. It follows along the eastern edge of the ramp after it diverges with the ramp movement to Patton Avenue and is therefore west of that ramp movement. The barrier was not considered F&R in the TNR Addendum because the noise reduction goal of 7 dB(A) could not be achieved for at least one benefited receptor. The barrier was reviewed during the O&R, with the results being the same.

NWB-4

NWB-4 was considered along west side of the ramp from Patton Avenue to I-240, north of Patton Avenue. The barrier was not considered F&R in the TNR Addendum because it was not

cost-effective. Since the TNR Addendum analysis resulted in a barrier system that was far from being cost-effective, only a cursory review was conducted as part of the O&R, with a conclusion that the barriers could not achieve reasonableness because it was not cost-effective.

NWB-5

In the TNR Addendum, NWB-5 was evaluated along I-240 WB between Atkinson Street and the Bowen Bridge over the French Broad River (FBR) to address impacts to the southern receptors within the Hillcrest Apartments. However, during the O&R, a review of the TNR Addendum models found a critical terrain feature was missing. When this terrain feature was added to the model, three receptors originally impacted in the southwest corner of the Hillcrest Apartments were no longer impacted. Therefore, consideration of noise abatement at this location is not warranted with the O&R.

NWB-5.1

In the O&R, NWB-5.1 is likely along Atkinson Street just north of the intersection access road to the Hillcrest Apartments. The barrier was F&R in the TNR Addendum and remained unchanged in the O&R analysis.

NWB-5.2

NWB-5.2 is a new barrier system along a new roadway alignment adjacent to the Hillcrest Apartments from Atkinson Street to Patton Ave. The barrier was not considered in the TNR or TNR Addendum, as the adjacent noise sensitive area was not considered impacted. However, revisions generated as part of the O&R process have lowered the profile of relocated Atkinson Street as well as other nearby proposed roadways, thereby eliminating noise shielding, resulting in noise impacts for first row residences on the east side of the Hillcrest Apartments. The O&R traffic noise analysis found that a noise barrier is F&R and therefore “likely”.

NWB-6

In the TNR Addendum, NWB-6 was considered between I-26 WB and Courtland Place, north of the I-26/I-240/US 19-23-74 Alt interchange and was found to be F&R. However, utility coordination with Duke Energy during the O&R found that Duke Energy plans to purchase the receptors shown as impacted in the TNR Addendum. With no impacts remaining in NSA B-6, NWB-6 was eliminated from study as part of the O&R process.

NWB-8/NWB-8.1

NWB-8 and NWB-8.1 were barrier systems analyzed for separate noise sensitive areas, residences along Westover Drive and the Riverside Cemetery in Montford. Neither barrier was considered F&R as part of the TNR Addendum. Additionally, the revisions to the proposed roadways adjacent to these analyzed barrier systems were not affected in a substantial manner as part of the O&R. Because of this and since the TNR Addendum analysis resulted in a barrier system that was far from being cost-effective, only a cursory review was conducted as part of

the O&R, with a conclusion that neither of these barriers could achieve reasonableness because they were not cost-effective.

NWB-9/NWB-9.1/NWB-9.2/NWB-9.3/NWB-9.4

NWB-9, NWB-9.1, NWB-9.2, NWB-9.3 and NWB-9.4 were barrier systems evaluated between Pearson Drive and Broadway Street. NWB-9 consisted of one long barrier system attempting to abate all noise impacts within the noise sensitive area. When that barrier system failed to meet F&R criteria in the TNR Addendum, a series of smaller barrier segments were analyzed, attempting to abate specific individual areas of impacted receptors. Those also failed to meet F&R criteria. Similar to NWB-8, since minimal roadway changes were proposed in this area with the O&R design, and since the barriers analyzed in the TNR Addendum resulted in a barrier system that were far from being cost-effective, only a cursory review was conducted as part of the O&R, with a conclusion that these barriers are not F&R (not cost-effective).

NWB-10

NWB-10 was evaluated along I-240 WB north of Hill Street and was found to be F&R in the TNR Addendum provided access to Roosevelt Street from Hill Street could be redesigned. However, with the O&R design relocation of this access is not possible. Additionally, the TNR Addendum barrier required the closure of Greenlee Avenue intersection with Hill Street, leaving the community's only access via Cross Place. During the O&R, analysis of barrier systems with breaks for Roosevelt Street and Greenlee Avenue resulted in barriers that were not F&R. Barriers were also assessed on the west side of Hill Street, but found to not be F&R.

Whether a break for Greenlee Avenue is necessary will be evaluated as part of the Design Noise Report.

NWB-11

NWB-11 was a barrier considered along I-240 EB along Trade Street between Roberts Street and Park Avenue North. The barrier was not found to be F&R in the TNR Addendum. The analysis during O&R found that a small roadway lane shift caused one of the two impacted receptors to no longer be impacted, thereby eliminating the possibility that two impacted receptors could be benefited. Therefore, NWB-11 is not F&R since a noise wall must be able to benefit two impacted receptors to be acoustically feasible.

2.4.11 AIR QUALITY

The project is in Buncombe County, which has been determined to comply with the National Ambient Air Quality Standards (NAAQS). The proposed project is in an attainment area; therefore, 40 CFR Parts 51 and 93 are not applicable. This project is not anticipated to create any adverse effects on the air quality of this attainment area. This is consistent with the assessment presented in the ROD.

2.4.12 FARMLANDS

Due to the urban setting of the project, the Farmland Policy Protection Act was not applicable therefore the Farmland Conversion Impact Rating Form (United States Department of Agriculture [USDA] Form AD1006) for federally funded projects was not required. This is consistent with the assessment presented in the 2023 Record of Decision (ROD).

2.4.13 UTILITIES

Utility coordination is underway for final design. All utility providers are engaged to ensure that the proposed design and construction of the project does not substantially disrupt service.

2.4.14 HAZARDOUS MATERIALS

At the time of approval of the 2023 Record of Decision (ROD), one site was anticipated to have a high severity of impact and is located within the Selected Alternative corridor in Section B and D. A preliminary site assessment geophysical and test pit investigation was performed on four parcels along Riverside Drive to locate landfill material disposed within this site. Results of the investigation indicate landfill material is present across the entire site; however, the only observed environmental hazard was a 55-gallon drum, which was excavated and was properly disposed of. No other hazardous material was observed. No visual or geophysical evidence of monitoring wells or underground storage tanks were observed on the site. Design changes since the approval of the ROD did not change the impacts to hazardous materials noted in the ROD or any additional hazardous materials.

Floodplains

The design presented in the ROD determined that Section B would result in 2.83 acres of impacts to 100-year Floodplain and 0.63 acres of impacts to Floodway (total 3.46 acres), and Section D would result in 13.97 acres of impacts to 100-year Floodplain and 0.14 acres of impacts to Floodway (total 14.11 acres).

Design changes since the approval of the ROD reduced impacts to floodplains, with Section B resulting in 0.69 acres of impacts to 100-year Floodplain and 57.98 acres of impacts to Floodway (total 58.67 acres), and 0.91 acres impacts to the 100-year Floodplain and 3.12 acres impacts to the Floodway (total 4.03 acres) in Section D.

2.4.15 NATURAL ENVIRONMENT

Soils/Topographical/Geological

A detailed geotechnical investigation has been performed to determine if soil limitations are present within the project footprint for the Selected Alternative. Soil limitations could include erosion hazard, shrink/swell potential, differential settlement, low strength, corrosivity, and flood hazards. Soil limitations will be overcome through proper engineering design modifications (if needed), soil modification, choice of fill material, use of non-corrosive

subgrade materials, and design drainage structures capable of conveying estimated peak flows. A limited geotechnical investigation of structures associated with the I-240 and I-26 interchange in vicinity of railroad crossings, river crossings, and walls is ongoing. An inventory of this preliminary investigation will be provided consisting of plan sheets and boring logs. Anticipated delivery of reporting is Fall 2026 for use in design.

Water Resources

The 2023 Record of Decision (ROD) noted that significant impacts on drainage patterns and groundwater were not anticipated for the Selected Alternative. Impacts of the Selected Alternative in Section B included 0.04 acres of wetland impacts and 1705.53 linear feet of stream impacts. Impacts of the Selected Alternative in Section D included 0.00 acres of wetland impacts and 96.55 linear feet of stream impacts.

Table 2. Wetland and Stream Impacts

	Wetland Impacts (acres)		Stream Impacts (linear feet)	
	ROD Design*	Current Design	ROD Design*	Current Design
Section B	0.04	0.19	1705.53	2218
Section D	0.00	0	96.55	0

* Impacts were calculated based on preliminary design slope stake limits plus 25 feet.

Due to these impacts, a permit modification request has been submitted to the US Army Corps of Engineers (USACE) and NC Division of Water Resources (NCDWR). It is anticipated an Individual Section 404 Permit will be granted by the US Army Corps of Engineers (USACE) and impacts mitigated in accordance with the "Memorandum of Agreement (MOA) between the Department of the Army and the Environmental Protection Agency: Determination of Mitigation Under the Clean Water Act Section 404(b)(1) Guidelines". A Section 401 Water Quality Certification will also need to be obtained in compliance with applicable water quality standards for the state of North Carolina.

During final design, the results are slightly higher than the results of the ROD with stream impacts increasing by 415 linear feet and wetland impacts increasing by 0.15 acres.

Protected Species

Formal Section 7 Consultation has been completed for the entire I-2513 project. The US Fish and Wildlife Service (USFWS) issued a Biological Opinion (BO) (USFWS Log #02-252) dated June 19, 2020, noting their concurrence with the Effects Determinations provided in the Biological Assessment, dated October 2019. The USFWS issued a Biological Opinion and Conference Opinion Addendum on December 14, 2023. A Modified Biological Opinion was issued on May 12, 2025. The North Carolina Department of Transportation (NCDOT) coordinated with the USFWS on revising measures included in the 2020 BO due to final design construction methodology. USFWS issued another Modified Biological Opinion on February 11, 2026, to

accommodate the final design. The requirements under Section 7 of the Endangered Species Act have been fulfilled.

2.4.16 INDIRECT EFFECTS

On January 20, 2025, E.O. 14154 “Unleashing American Energy”, which guides agencies to reestablish their National Environmental Policy Act (NEPA) procedures including effects analysis. This guidance notes that “federal agencies should analyze the reasonably foreseeable effects of the proposed action consistent with section 102 of NEPA, which does not employ the term ‘cumulative effects;’”. (Memorandum for Heads of Federal Departments and Agencies, Executive Office of the President Council on Environmental Quality, February 19, 2025).

2.4.17 TRAFFIC ANALYSIS

Based on the analysis presented in Section 3.0 of this Re-Evaluation, the project design for the Build Alternative being considered will meet the minimum design LOS of LOS D for all but three build segments completely within the project area. Freeway segments with LOS F noted with an asterisk are due to segments being over capacity outside of the project area queuing into the project area as well as a ramp with a v/c ratio over 1.0 during a 15-minute period. Tables 3-1 through 3-6 present a summary of the findings for each scenario evaluated for the proposed project.

Table 3-1: Base Year 2021 No-Build LOS Summary – Project Area

Analysis Type	Level of Service					
	A	B	C	D	E	F
I-40 EB HCS	0	7	2	0	0	0
I-40 WB HCS	0	9	2	0	0	0
I-26 WB/I-240 EB HCS	0	1	5	9	0	0
I-26 EB/I-240 WB HCS	0	2	12	1	0	0
I-240 EB HCS	0	1	3	2	0	0
I-240 WB HCS	0	0	2	2	3	0
US 19/23 NB HCS	0	0	0	1	3	0
US 19/23 SB HCS	0	0	1	1	1	0
All Freeway Segments	0	20	27	16	7	0
Signalized Intersections	1	3	5	3	0	0
Unsignalized Intersections	1	6	3	1	2	1
TOTAL	2	29	35	20	9	1

The above table shows that 10 of the 96 analysis points resulted in an unacceptable LOS or v/c ratio.

Table 3-2: Base Year 2021 No-Build LOS Summary – Adjacent Areas

Analysis Type	Level of Service					
	A	B	C	D	E	F
I-40 EB HCS	0	4	7	0	0	0
I-40 WB HCS	0	3	9	0	0	0
I-26 WB/I-240 EB HCS	0	6	0	0	0	0
I-26 EB/I-240 WB HCS	0	0	0	4	0	0
I-240 EB HCS	0	0	2	1	1	0
I-240 WB HCS	0	0	2	2	0	0
US 19/23 NB HCS	0	0	0	4	3	0
US 19/23 SB HCS	0	0	0	3	5	0
All Freeway Segments	0	13	20	14	9	0
Signalized Intersections	1	6	8	3	0	0
Unsignalized Intersections	0	1	0	5	1	4
TOTAL	1	20	28	22	10	4

The above table shows that 14 of the 85 analysis points resulted in an unacceptable LOS or v/c ratio.

Table 3-3: Base Year 2045 No-Build LOS Summary – Project Area

Analysis Type	Level of Service					
	A	B	C	D	E	F
I-40 EB HCS	0	0	6	3	0	0
I-40 WB HCS	0	4	5	2	0	0
I-26 WB/I-240 EB HCS	0	0	4	9	2	0
I-26 EB/I-240 WB HCS	0	0	8	6	1	0
I-240 EB HCS	0	1	0	3	1	1
I-240 WB HCS	0	0	1	3	1	2
US 19/23 NB HCS	0	0	0	0	1	3
US 19/23 SB HCS	0	0	1	0	0	2
All Freeway Segments	0	5	25	26	6	8
Signalized Intersections	0	2	2	2	4	2
Unsignalized Intersections	1	3	4	1	0	5
TOTAL	1	10	31	29	10	15

The above table shows that 25 of the 96 analysis points resulted in an unacceptable LOS or v/c ratio.

Table 3-4: Base Year 2045 No-Build LOS Summary – Adjacent Areas

Analysis Type	Level of Service					
	A	B	C	D	E	F
I-40 EB HCS	0	5	6	1	2	0
I-40 WB HCS	0	4	7	3	1	0
I-26 WB/I-240 EB HCS	0	1	5	0	0	0
I-26 EB/I-240 WB HCS	0	0	5	1	0	0
I-240 EB HCS	0	0	0	3	0	1
I-240 WB HCS	0	0	0	0	0	4
US 19/23 NB HCS	0	5	3	0	1	0
US 19/23 SB HCS	0	0	3	0	0	6
All Freeway Segments	0	15	29	8	4	11
Signalized Intersections	2	3	10	7	0	1
Unsignalized Intersections	1	3	0	0	1	5
TOTAL	3	21	39	15	5	17

The above table shows that 22 of the 100 analysis points resulted in an unacceptable LOS or v/c ratio.

Table 3-5: Base Year 2045 Build LOS Summary – Project Area

Analysis Type	Level of Service					
	A	B	C	D	E	F
I-40 EB HCS	0	4	8	0	0	0
I-40 WB HCS	1	6	6	1	0	0
I-26 WB HCS	0	8	10	2	0	0
I-26 EB HCS	1	4	10	1	0	0
I-240 EB HCS	0	1	1	1	0	1*
I-240 WB HCS	0	2	3	0	0	0
All Freeway Segments	2	25	38	5	0	1
Signalized Intersections	0	6	10	1	0	0
Unsignalized Intersections	0	4	4	0	1^	3^
TOTAL	2	35	52	6	1	4

* Segment was LOS F due to over capacity segments outside of the study area queuing into the study area.

^ All LOS E or F movements at unsignalized intersections have a v/c ratio of 0.85 or less.

The above table shows that 5 of the 100 analysis points resulted in an unacceptable LOS or v/c ratio.

Table 3-6: Base Year 2045 Build LOS Summary – Adjacent Areas

Analysis Type	Level of Service					
	A	B	C	D	E	F
I-40 EB HCS	0	5	8	2	0	0
I-40 WB HCS	0	3	9	3	1	0
I-26 WB HCS	0	2	9	0	0	0
I-26 EB HCS	0	0	10	1	0	0
I-240 EB HCS	0	0	0	2	0	3
I-240 WB HCS	0	0	0	3	1	0
All Freeway Segments	0	10	36	11	2	3
Signalized Intersections	4	6	7	6	0	0
Unsignalized Intersections	1	3	1	0	0	4*
TOTAL	5	19	44	17	2	7

*Two LOS F movement at unsignalized intersections has a v/c ratio over 0.85.

The above table shows that 9 of the 94 analysis points resulted in an unacceptable LOS or v/c ratio.

3.0 SECTION 4(f) STATEMENT

Four historic properties and one park and recreation area (paddle trail) within Sections B and D qualified for protection under Section 4(f) of the Department of Transportation Act of 1966. Federal Highway Administration (FHWA) determined they will be *de minimis* impacts apply to the following properties:

- West Asheville/Aycock School Historic District
- William Worley House
- Haywood Street United Methodist Church
- Great Smoky Mountain Park Bridge (Buncombe County Bridge No. 323)
- French Broad River paddle trail

Design changes since the approval of the 2023 Record of Decision (ROD) did not change the impacts to any of the above properties and therefore did not alter the FHWA determination of *de minimis* impacts on these properties.

The Riverside Cemetery previously had an “Adverse Effect” finding under Section 106 because of visual impacts of the retaining wall. The original design anticipated no physical impact on the property, but an easement for a utility pole is currently needed to re-route power to the property. The current design has eliminated the retaining wall and left I-26 at the same grade, resulting in reducing the previous “Adverse Effect” to “No Adverse Effect” under Section 106.

NCDOT provided a letter documenting its coordination with FHWA and HPO on March 19, 2026. The letter summarized the reductions in impacts and detailed the plans for tree mitigation. It also formalized the changed effect finding for Riverside Cemetery from "Adverse Effect" to "No Adverse Effect," agreed upon by FHWA, NCDOT, and HPO. As such, FHWA has reached a de minimis determination for the minor impacts to the cemetery under Section 4(f), supported by the "No Adverse Effect" finding under Section 106. The Section 106 Memorandum of Agreement (MOA) will be amended accordingly.

4.0 AGENCY COORDINATION AND PUBLIC INVOLVEMENT

4.1 AGENCY COORDINATION

Agency coordination with local stakeholders and organizations is ongoing throughout the project. Coordination is ongoing with City's Transportation Department. Below is a list of the meetings held with stakeholders and organizations since the approval of the 2023 Record of Decision (ROD):

- Asheville City Council – City Council Meeting (XX/XX/2024?)
- Asheville City Council – City Council Meeting (02/11/2025)
- French Broad River Metropolitan Planning Organization (FBRMPO) – Board Meeting (02/20/2025)
- I-26 Aesthetics Committee Meeting (05/22/2025)
- I-26 Aesthetics Committee Meeting (05/26/2025)
- I-26 Citizens' Coalition Meeting (06/10/2025)

The City Council and FBRMPO discussions were largely centered around the change to the overpass of I-26 over Patton Avenue. The resolution of that is described in the next section under I-26 Coalition discussion.

The North Carolina Department of Transportation (NCDOT) has actively coordinated with the I-26 Aesthetics Committee to finalize the Aesthetics Guidelines (Appendix A) in fall of 2026. The Asheville City Council approved the recommendations on October 14, 2025.

4.2 PUBLIC INVOLVEMENT

4.2.1 PROJECT UPDATE MEETING

A Project Update Meeting was held on Thursday, April 24, 2025, at the Renaissance Asheville Hotel from 4 p.m. to 7 p.m. The materials available at the meeting included maps of the current design, rendering of the design around Asheville, a handout describing changes to the design since the 2018 Public Meeting, and an introduction video to the meeting. The Public Meeting Maps are Figures 3A, 3B and 3C. The public meeting materials are Appendix B. The goal of the meeting was to update the public on changes since the 2018 Public Meeting, and to give the public an opportunity to provide feedback on the project.

4.2.2 PUBLIC COMMENTS

Social Media and News Outlets

Prior to the Project Update Meeting, a YouTube video was posted on April 21, 2025, by Rob Robinson calling for those in opposition of the current design to attend the North Carolina Department of Transportation (NCDOT) Project Update meeting (<https://www.youtube.com/watch?v=8hhJISaZe94>). Rob also spoke at the March 25, 2025, Asheville City Council meeting described below.

Asheville City Councilmember Kim Roney, as part of her #MondayMinute series on YouTube (<https://www.youtube.com/shorts/2s1DEs5zF8g>), posted a YouTube short on April 21, 2025 encouraging the public to attend the Project Update Meeting and noted historic harms to neighborhoods within the project corridor, the need to improve safety for all modes of transportation, and the change from I-26 under Patton Avenue to the current design with I-26 over Patton Avenue and the potentially negative environmental and economic impacts resulting from the design change.

Joe Minicozzi wrote in a letter in the Mountain Xpress (<https://mountainx.com/opinion/letter-we-deserve-a-better-i-26-connector/>) to call for attendance at the Project Update Meeting.

Asheville City Council Meetings

Private citizens and organizations commented at the Asheville City Council Meetings held on March 25, 2025, April 8, 2025, May 13, 2025, and May 27, 2025, during Informal Discussion and Public Comment. Video recordings of the meetings are available at (https://www.youtube.com/results?search_query=Asheville+city+council+meeting).

Representatives from local organizations that spoke during the Informal Discussion and Public Comment included the President of the American Institute of Architects of Western North Carolina, representation from the Western North Carolina Chapter of the American Institute of Architects, co-founders of the Citizens' Coalition of West Asheville (also known as the I-26 Citizens' Coalition), co-founder of the Asheville Design Center, former Executive Director of the Asheville Downtown Association, former member of the Downtown Master Plan Committee, former member of the City's Planning Commission, former member of the I-26 Aesthetics Committee, the current East-West Asheville Neighborhood Association (EWANA) Chair, the former Director of Sustainability at UNC Asheville, and former chair of the City's Sustainability Commission.

Most voiced strong opposition regarding the design change from I-26 running under Patton Avenue to the current design of the I-26 bridge over Patton Avenue. All comments regarding the I-26 overpass over Patton Avenue called for the design to be reversed to have I-26 run under Patton Avenue.

Finally, comments regarding the design modification to carrying I-26 as an overpass over Patton Avenue called for a budgetary review stage of the I-26 Connector project to optimize the

design, greater inclusion of design community members in the design process, and to reverse the I-26 overpass design over Patton Avenue to the I-26 underpass under Patton Avenue as it appeared in the original 4B alternative.

General concerns included traffic counts used to determine number of lanes, concerns regarding too many lanes in the current design, concerns over more open spaces and green spaces within the project corridor, multimodal transportation needs, the need for increased community input overall, greater inclusion of design community members in the design process, extension on the public comment period on the current STIP, ensuring opportunities for businesses, high concerns regarding residential relocations from ROW impacts on Courtland Place, encouragement to the Council to coordinate with NCDOT to improve the current design, concern over the size and lane widths throughout the corridor, lack of walkability and bike ability through the proposed corridor, and request for increased community input and involvement opportunities for the I-26 Connector project facilitated by the Council.

Public Feedback Comment Period

A public feedback comment period was held following the Project Update Meeting from April 24, 2025, to May 25, 2025. Attendees at the Project Update Meeting could write their comments on a comment sheet provided and leave them with a representative at the meeting or mail in their comments by May 18, 2025. Comments could also be submitted by email (i26connector@publicinput.com), submitted online (<https://publicinput.com/i26connector>) or by phone by using either the project hotline (1-800-233-6315) or the PI.com site phone number (1-855-925-2801, Project Code 11368) by May 25, 2025. Information on the project is available on the project website (<https://www.ncdot.gov/projects/asheville-i-26-connector/Pages/default.aspx>). All comments received during the public comment period are summarized in Appendix C along with NCDOT's response.

In total, 2,374 people provided comments. Many addressed more than one topic in their comments. The breakdown of comments on specific topics is in the Table 5.

Table 4. Public Comment Topics

Topic	Number of Comments
I-26/Patton Avenue Overpass	2,231
Too Many Lanes/I-240 Traffic	1,929
Hill Street Area	2,004
Haywood Road Area	1,988
Bikability Walkability	104
Safety	40
Property Impact Inquiries	38
Hazel Mill Road	39
Additional Public Input Desired	4

Noise	23
National Environmental Policy Act	22
Opposition to the Proposed Design	26
Support for the Proposed Design	24
Health Concerns	19
Landscaping	12
Homeless Encampments	16
Montford Hills	3
Website	4
General Questions	8

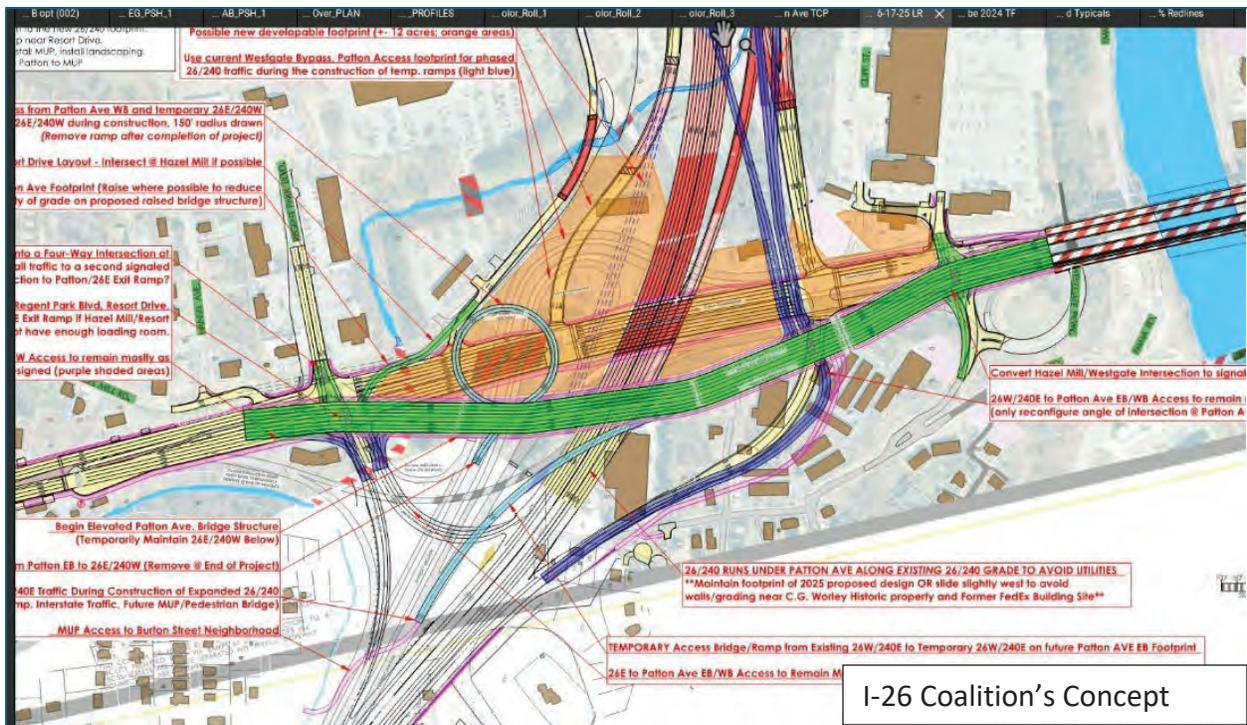
I-26 Citizens' Coalition Coordination

The vast majority of questions received in the overall public input are reflected by the I-26 Citizen's Coalition four points.

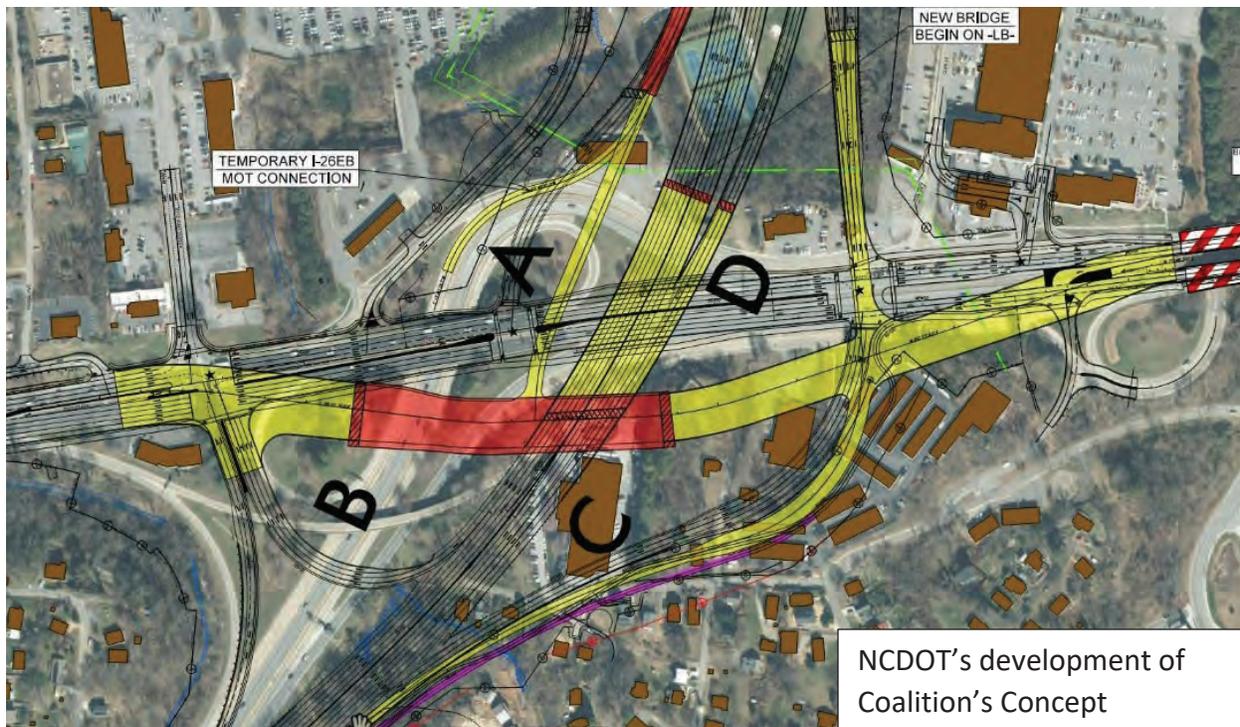
The Coalition participated in the April 24, 2025, Project Update Meeting, and following a Community Design Charrette from May 16, 2025, to May 18, 2025, the Coalition developed a design proposal and submitted a letter via the I-2513B and D Public Input website, noting four areas of interest: 1) Patton Avenue, 2) Haywood Road, 3) Hill Street, and 4) I-240 Footprint. The letter can be seen in Appendix D. The Coalition submitted design plans that resulted from the Design Charette, as well as a petition with 1923 signatures, 619 of which submitted comments on the project with their petition signatures.

With the Coalition being a large, representative group of the opposition to the project, NCDOT met twice (June 10 and July 17, 2025) with the Coalition to work through the group's concerns.

Patton Avenue – During the first meeting the Coalition presented a design concept to keep Patton over I-26 for NCDOT to consider.



Discussion focused on what would be necessary to make an underpass work. NCDOT explained that two of the three DBTs considered underpasses and that their proposals were far more expensive with a much longer project duration. NCDOT indicated that the greater costs and longer durations are due to utilities and the many construction phases required to build it as an underpass. NCDOT also noted they are at the limit of what it can spend on the project. The Coalition asked whether there is a scenario that could make an underpass feasible. Eliminating the I-26 and Patton Avenue interchange was suggested as a possible approach but the severe traffic problems that arise with that scenario make it infeasible. NCDOT agreed to develop the Coalitions' concept to determine feasibility and present the findings at the next meeting.



The result of the analysis was that the number of construction phases would create a much longer duration. Further the Coalition's concept requires a 6% grade on Patton Avenue which the Coalition agreed was unacceptable for pedestrians.

The Coalition conceded that the concept was not prudent but requested closer, earlier coordination from NCDOT in the future when considering changes of this magnitude. NCDOT agreed that approach would improve future scenarios. The Coalition inquired about aesthetic and safety considerations of the overpass currently proposed. The outcomes of the coordination are outlined in Section 2.4.4 Visual Quality, in the portion addressing Patton Avenue on pages 16 and 17.

Haywood Road – The Coalition questioned the size-related impacts of the interchange. NCDOT explained that much of the impact is updating the ramps to interstate standards and that some impacts resulted from the additional width required to maintain traffic. The Coalition asked about whether slowing traffic would help. NCDOT responded that it would not and that the design is already at minimums. The Coalition inquired whether they could get rid of the island at Burton Street. Traffic Engineering evaluated and indicated that the choice to remove the island would result in traffic queuing and compromise safety. The Coalition also asked about putting another signal there which NCDOT responded that signals do not function well when that close together. The Coalition inquired about what happens with unneeded space. NCDOT will dispose areas not needed for highway purposes. NCDOT will consider improvements on Michigan Avenue as part of the I-2513 AC.

Hill Street – The Coalition expressed concerned about the impacts of the new design to the Hill Street Community and asked if other crossing locations had been considered. NCDOT explained at other possible crossing locations, there is seven to eight feet of elevation difference making maintenance of traffic difficult and impacts higher whereas the location proposed in the design has nearly at the same elevation. In the follow up meeting, NCDOT presented three options: Original Design Shrunken, Original Design with Intersection instead of roundabout, and Design Relocated to Dixon. After consideration, the Coalition agree that the original design shrunken would be the preferable option.

The Coalition also inquired about impacts of a Noise Wall at Hillcrest. NCDOT explained that based on NCDOT Noise Policy, a wall is warranted and that the decision to build will be determined by vote by the Hillcrest Community.

I-240 – The Coalition expressed concern that I-240 was overdesigned with too many lanes.

The Coalition also asked about reconnecting Clingman Avenue. NCDOT responded this is not possible because of the interstate interchange policies.

Summary of Public Input and NCDOT Response

Responses to public input were developed as a document called STIP I-2513B&D Public Input Summary and NCDOT Response and posted online, January 12, 2025 at:

<https://publicinput.com/Custom/Full/c96ce440-cbec-43dd-bc5f-ffa8e01916d8>

The same document is included as Appendix C of this Re-Evaluation.

5.0 COMPARITIVE TABLE OF CHANGES FROM 2023 Record of Decision (ROD) TO NOW

Table 5 on the following page summarizes the net change of impacts from the design presented in the ROD to the current design.

Table 5 Resource	Section B			Section D		
	<i>ROD Design</i>	<i>Current Design</i>	<i>Significant Impact?</i>	<i>ROD Design</i>	<i>Current Design</i>	<i>Significant Impact?</i>
Community Facilities and Services						
Parks and Recreational Facilities	No impact	No impact	No	No impact	No impact	No
Churches	Minimal	Reduced	No	No impact	No impact	No
Relocations						
Residential	51	52	No	0	0	No
Business	29	20	No	6	4	No
Community Impacts (see Section 2.4.7 for details)						
Fairfax Virginia	Mitigated	Mitigated	No	n/a	n/a	No
Kentucky / Hanover/ Pisgah View	Low Impact	Low impact	No	n/a	n/a	No
Burton Street	Mitigated	Mitigated	No	n/a	n/a	No
Westwood Place	Low impact	Low impact	No	n/a	n/a	No
River Arts District	n/a	n/a	No	Mitigated	No impact	No
West End / Clingman	Low impact	No impact	No	n/a	n/a	No
Hillcrest Apartments	Low impact	Mitigated	No	n/a	n/a	No
Montford	Mitigated	Low impact	No	n/a	n/a	No
Murphy Hill	Low impact	Low impact	No	n/a	n/a	No
Emma Road / Bingham Road	Low impact	Low impact	No	n/a	n/a	No
Houston / Courtland	No impact	Low impact	No	n/a	n/a	No
UNC Asheville	No impact	No impact	No	n/a	n/a	No
Cultural Resources						
Historic Architecture	Adverse	No Adverse Effect	No	No impact	No impact	No
Archaeology	No impact	No impact	No	No impact	No impact	No
Physical Environment						
Noise	210*	280**	No		TBD	No
Air Quality	No impact	No impact	No	No impact	No impact	No
Farmlands	No impact	No impact	No	No impact	No impact	No
Utilities	Moderate	Moderate	No	Moderate	Moderate	No
Visual Quality	Moderate	Moderate	No	Moderate	Moderate	No

Table 5 Resource	Section B			Section D		
	<i>ROD Design</i>	<i>Current Design</i>	<i>Significant Impact?</i>	<i>ROD Design</i>	<i>Current Design</i>	<i>Significant Impact?</i>
Hazardous Materials	1 site high severity	No change	No	No impact	No impact	No
Floodplains			No			No
100-year Floodplain	2.83 acres	0.69	No	13.97 acres	0.91	No
Floodway	0.63 acres	57.98	No	0.14 acres	3.12	No
Natural Environment <i>Impacts in ROD for water resources were calculated based on preliminary design slope stake limits plus 25 feet.</i>						
Water Resources						
Wetlands	0.04 acres	0.19 acres	No	0.00 acres	0.00 acres	No
Streams	1,705 lf	2218 lf	No	0 lf	0 lf	No
Protected Species	Minimized	Low Impact	No	Low Impact	Low Impact	No
Resource						
Section 4(f)	<i>de minimis</i>	No	No	No impact	No impact	No

*The ROD reported 93 impacts as reported in the 2022 TNR Addendum. The addendum had Section B beginning just north of the Haywood Road Interchange. Section B now incorporates the Haywood Road Interchange which was part of Section A. Drawing from the 2019 TNR for the additional impacts from the Haywood Road Interchange area, the total would have been 210 impacts for the area comparable to what is now Section B which is reported here.

6.0 CONCLUSION

The updates and changes identified and assessed in this Re-Evaluation demonstrate that there are no new significant impacts or issues associated with Sections B and D along with the remainder of the proposed project. Conclusions reached in this Re-Evaluation considered the following: all comments received after approval of the Record of Decision (ROD), including those from the public, government officials, and Non-Governmental-Organizations (NGOs), as well as coordination with the City of Asheville and local groups regarding mitigation strategies. Supplemental EIS documentation is not required because there are no significant impacts resulting from proposed changes nor are there significant new circumstances or information relevant to environmental concerns following the approval of the ROD (23 CFR.771.130(b)(1)(2)).

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
Timing of Construction	a. The RCBC portion of the culvert system, as well as the dual CMAP at the culvert outlet will remain in place. Work on this portion of the culvert system will not occur until bat activity ceases for the season (and bats are presumably no longer using the culvert for roosting). This time frame is approximately between November 15 and March 15. NCDOT will monitor the culvert with an acoustic detector and/or emergence counts to determine when bat activity ceases for the season. After bat activity ceases for the season, a federally permitted bat biologist will enter the culvert to confirm no bats are present. This will determine when construction activity may safely begin, and/or when it should end to avoid effects to MYGR that may use the culvert system for roosting.	Green Sheet, June 2020 BO	Construction Commitment
Timing of Construction	b. NCDOT will conduct sleeving or replacement of the 60" CMP adjacent to Courtland Ave. and the entrance to Dickson Elementary School (that conveys flow under Hill Street to the RCBC) between October 15 and April 1.	Green Sheet, June 2020 BO	Construction Commitment
Timing of Construction	e. NCDOT will monitor bat activity at the culvert before, during, and after construction. Acoustic monitoring and/or emergence surveys will be conducted between March and November.	Green Sheet, June 2020 BO	
Vegetation Removal	d. An operational work pad area will be established near the culvert outlets to complete the culvert rehabilitation process, as well as at the inlet near Courtland Avenue where the 60" CMP will be replaced or lined. Vegetation must be cleared to allow room for the work pad. NCDOT will cut plants in the work pad area in a way that will minimize impacts to bats and their activity by implementing the following measures: vegetation will not be removed if the area will be left bare for many months prior to construction; cutting of vegetation will be coordinated with USFWS and will not occur until all bats have left the culvert for the winter. This will be determined through emergence counts and/or acoustic monitoring and a physical check of the culvert for remaining bats; and limiting cutting to only what is necessary to complete the work and no more than 50 feet from culvert inlet/outlets.	Green Sheet, June 2020 BO	Construction Commitment

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
Additional Commitments	e. An equipment staging area will be established adjacent to the work pads near the culvert outlets and inlet areas near Courtland Avenue to complete the culvert rehabilitation process. NCDOT will attempt to use areas that are already cleared of vegetation whenever possible. This area will only be used for culvert rehabilitation activity staging and will not be used for any other project construction purposes.	Green Sheet, June 2020 BO	Construction Commitment
Additional Commitments	f. NCDOT will maintain baseflow to the RCBC and CMAP portion of the culvert (non-stormwater sources) to provide a naturally occurring, continual water source.	Green Sheet, June 2020 BO	Construction Commitment
Additional Commitments	g. NCDOT will either replace or install a liner in the 60" CMP located adjacent to Courtland Ave. and the entrance to Isaac Dickson Elementary School that conveys flow under Hill Street to the RCBC. NCDOT will complete this activity between October 15 and April 1.	Green Sheet, June 2020 BO	Construction Commitment
Additional Commitments	h. NCDOT will install a barrier/baffle (from here referred to as a baffle) in the RCBC between the intersection with the 60" CMP (located adjacent to Courtland Ave. and the entrance to Isaac Dickson Elementary School that conveys flow under Hill Street) and the upstream end of the RCBC to buffer noise and light associated with the CMP replacements further upstream.	Green Sheet, June 2020 BO	Construction Commitment
Preservation of Riparian Vegetation	a. NCDOT will ensure the Contractor preserves riparian buffer trees where practicable and feasible.	Green Sheet, June 2020 BO	Construction Commitment
Roadway Construction Lighting	b. Due to MYGR activity on the landscape, NCDOT will limit all construction-related lighting to whatever is necessary to maintain safety in active work areas closest to the French Broad River, Hominy Creek, Emma Branch, and Smith Mill Creek.	Green Sheet, June 2020 BO	Construction Commitment
Roadway Construction Lighting	c. Construction-related lighting will be indirect in nature and will not project into adjacent forested areas or over the water surface of the French Broad River, Hominy Creek, Emma Branch, or Smith Mill Creek, whenever practicable.	Green Sheet, June 2020 BO	Construction Commitment
Access Roads	a. <u>Access Roads</u> - NCDOT will revegetate all access roads created for bridge construction and replacement activities where practicable.	Green Sheet, June 2020 BO	Construction Commitment

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
Nighttime Construction Activities	b. <u>Nighttime Construction</u> - NCDOT will limit the use of nighttime construction within 50' of the French Broad River, Hominy Creek, Emma Branch, or Smith Mill Creek between April 1 and October 15 to only the following activities: causeway construction, drilled shafts, concrete pours, beam setting, and traffic shifts.	Green Sheet, June 2020 BO	Construction Commitment
Nighttime Construction Activities	c. <u>Nighttime Construction</u> - NCDOT shall commit to restrict the Contractor to no night work at crossings of the French Broad River, Hominy Creek, Emma Branch, and Smith Mill Creek to minimize potential impacts to lactating females and their pups between June 1 and June 14. Between June 15 through August 1, NCDOT will also commit to restrict the Contractor to no more than 28 total nights of work, with no more than four consecutive nights. Lighting used for construction will be limited to what is necessary to maintain safety standards and will only be directed toward active work areas.	Green Sheet, June 2020 BO	Construction Commitment
Pre-Demolition Check for Bats	d. <u>Pre-Demo Check for Bats</u> - If bridge demolition is required between April 1 and October 15, NCDOT will conduct a check of all subject bridges within 30 days of demolition to determine if bats are present. See Term and Condition 12 for checks specific to culverts. T&C 12: In order to carry out Reasonable and Prudent Measure 5, NCDOT will conduct culvert checks for roosting bats within 30 days of rehabilitation or repair for any culverts five feet tall or higher, and 200 feet or longer, scheduled to occur from March 15th through November 15th. If bats are found, a similar protocol will be used to the pre-demolition check for bats in bridges	Green Sheet, June 2020 BO	Construction Commitment
Pre-Demolition Check for Bats	e. Pre-Demo Check for Bats - If bats are present, one of the following options will be implemented (options listed in order of preference). NCDOT will: i. Wait for bats to leave for the season (approximately mid-October to early November) before beginning work; or ii. A biologist will monitor the bridge and work will begin after bats leave the bridge for the evening, or iii. A permitted biologist will exclude bats from work area immediately prior to the start of work using acoustic deterrents, or iv. A permitted biologist will hand remove bats from work area immediately prior to the start of work. v. If pre-demo check determines pups are present, NCDOT will refrain from bridge demolition until it can be determined by a biologist that the pups are volant, and then use the previous options to proceed with demolition.	Green Sheet, June 2020 BO	Construction Commitment

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
Red Safety Lighting	f. <u>Red Safety Lighting</u> - As part of NCDOT's Communication Plan specific to the construction/demolition of the bridges over the French Broad River, NCDOT will place solar-powered, steady-state red lights on the causeways to alert river users to their locations. Generators will not be used to provide power.	Green Sheet, June 2020 BO	Not started
Contract Language	1. Contract language will include the following, or similar language as appropriate for bridges over the French Broad River	Green Sheet, June 2020 BO	Not started
Causeways – French Broad River, Hominy Creek, and Smith Mill Creek	a. Causeways will not restrict more than 50% of the existing channel width of the French Broad River, Hominy Creek, and Smith Mill Creek. Potential additional restrictions of the channel may be necessary for short durations, and these additional restrictions will be coordinated with USACE and USFWS prior to permitting.	Green Sheet, June 2020 BO	N/A
Causeways – French Broad River, Hominy Creek, and Smith Mill Creek	b. NCDOT will require the Contractor to use clean rock (free of debris and pollutants) for the construction of the causeways to minimize unnecessary sediment input into the river.	Green Sheet, June 2020 BO	Not started
Causeways – French Broad River, Hominy Creek, and Smith Mill Creek	c. Causeway material will be removed to the extent practicable and either disposed of off-site or used in areas that require permanent stone protection after project completion. NCDOT will also require that concrete barriers (barrier rail) be placed along the downstream edge of each causeway to limit the downstream movement of causeway material during high flow events.	Green Sheet, June 2020 BO	Not started
Causeways – French Broad River, Hominy Creek, and Smith Mill Creek	d. If the final causeway plan is staged, causeway material will be added/removed as needed for each stage to minimize the causeway footprint over the length of the project.	Green Sheet, June 2020 BO	Not started
Causeways – French Broad River, Hominy Creek, and Smith Mill Creek	e. Construction fabric will not be used under the causeway material, as it tends to tear into tiny pieces and float downstream during removal.	Green Sheet, June 2020 BO	Not started

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
Causeways – French Broad River, Hominy Creek, and Smith Mill Creek	<p>f. Original Measure: Any equipment on the causeways will be removed any time throughout a work day when the water level rises, or is expected to rise overnight, to a point where the equipment could be flooded, or during periods of inactivity (two or more consecutive days). The only exception to this measure is that the drill rig and crane may be left in place for periods of inactivity; however, they must also be removed if the water rises, or is expected to rise, to a point where the drill rig and crane could be flooded. Update: Any equipment on the causeways will be removed any time the water level is expected to rise to a point where the equipment could be flooded or during periods of long-term inactivity (two or more consecutive weeks). The only exception to this measure is that the drill rig and crane may be left in place for periods of inactivity; however, they must also be removed if the water level is expected to rise to a point where the drill rig and crane could be flooded.</p>	Green Sheet, June 2020 BO (February 2026 Modified BO)	Not started
Causeways – French Broad River, Hominy Creek, and Smith Mill Creek	<p>g. NCDOT will require its Contractor to have clean, non-leaking equipment, diapers onsite for each causeway, and spill kits located at each causeway.</p>	Green Sheet, June 2020 BO	Not started
Causeways – French Broad River, Hominy Creek, and Smith Mill Creek	<p>h. Original Measure: Causeways needed for the new bridges over the FBR will be designed so that during a 100 year storm event there will not be a rise in water surface elevation outside the Action Area greater than normal seasonal variation. Update: Updated language: For temporary causeways needed for the construction of the new bridges over the French Broad River, NCDOT adheres to the following: -Causeways have been designed to minimize a rise in the 100-year storm water surface elevation to the maximum extent possible. -Causeway specifications have been modeled pursuant to floodplain approval procedures to ensure the project avoids and minimizes floodplain impacts. -Causeway impacts, once reviewed and approved by NCDOT, will be submitted to NC Flood Mapping Program for final approval. -Documentation of this compliance will be shared by NCDOT with the appropriate agencies (USACE, NCDWQ, USFWS, NCWRC) when it becomes available.</p>	Green Sheet, June 2020 BO (February 2026 Modified BO)	In Progress

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
Containment	<p>a. Original Measure: All construction equipment shall be refueled above the 100-year base flood elevation plus a foot of freeboard and be protected with secondary containment. During crucial periods of construction and demolition, when the drill rig and crane cannot be moved, the drill rig and crane can be refueled while inside the 100-year floodplain provided that spill response materials (such as spill blankets and fueling diapers) are used during the refueling. Hazardous materials, fuel, lubricating oils, or other chemicals will be stored above the 100-year base flood elevation plus a foot of freeboard. Update: All hazardous materials such as fuel, lubricating oils, or grease inside the 100-year floodplain must be protected with secondary containment (such as containment pallets). During refueling while inside the 100-year floodplain, the contractor will provide spill response materials (such as spill blankets and fueling diapers). During a major storm event, the contractor will take appropriate actions in accordance with the storm readiness plan for the project which includes securing or removing stored materials.</p>	Green Sheet, June 2020 BO (February 2026 Modified BO)	Not started
Containment	<p>b. Original Measure: Areas used for borrow or construction by-products will not be located within wetlands or the 100-year base flood elevation plus a foot of freeboard. Update: Areas used for temporary construction stockpiles (including soil and temporary surplus riprap between causeway phases and material that was excavated in the course of constructing the project) will not be located within Waters of the U.S. and will be sited outside of and at least 50 feet from streams and 25 feet from wetlands, consistent with NCDOT's Contract Reclamation Procedures*, to avoid and minimize potential impacts. *While Contract Reclamation Procedures are generally applicable for offsite locations, the contractor(s) will comply with the setbacks as stated above within the project limits.</p>	Green Sheet, June 2020 BO (February 2026 Modified BO)	Not started
Containment	<p>c. When constructing drilled piers for the I-240, I-40 and I-26 French Broad River bridges, a containment system will be developed so material does not enter the river. Material byproduct will be pumped out of the shaft to an upland disposal area to the extent practicable and treated through a proper stilling basin or silt bag.</p>	Green Sheet, June 2020 BO	Not started
Containment	<p>d. Construction of all bridges will be accomplished in a manner that prevents uncured concrete from coming into contact with water entering or flowing in the river.</p>	Green Sheet, June 2020 BO	Not started
Containment	<p>e. Removal of existing bridges shall be performed so as not to allow debris to fall into the water. If debris is dropped in a waterway, it will be immediately removed.</p>	Green Sheet, June 2020 BO	Not started

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
Containment	f. NCDOT will not place bridge bents in Smith Mill Creek or Emma Branch.	Green Sheet, June 2020 BO	Fulfilled
Erosion Control Measures	a. The Soil and Erosion Control (SEC) plan will be in place prior to any ground disturbance for all bridge replacements and construction. When needed, combinations of erosion control measures (such as silt bags in conjunction with a stilling basin) will be used to ensure that the most protective measures are being implemented.	Green Sheet, June 2020 BO	In Progress
Erosion Control Measures	b. NCDOT standard procedures dictate that when a project has both Environmentally Sensitive Areas and a requirement to follow DSSW, and uses the GP NCG01 permit, NCDOT will default to the most-restrictive SEC measure requirement (Appendix H of BO).	Green Sheet, June 2020 BO	In Progress
Agency Coordination (Post Biological Opinion Checkpoints)- NCDOT Requirements	i. NCDOT will revisit CP4A with the Merger Team after the BA is submitted to discuss any new avoidance and minimization efforts for major crossings of the French Broad River and Hominy Creek including those in the Biological Assessment.	Green Sheet, June 2020 BO	Fulfilled
Agency Coordination (Post Biological Opinion Checkpoints)- NCDOT Requirements	ii. NCDOT will provide USFWS with the final roadway lighting plans and allow 15 days for review upon acknowledgement of receipt of notice.	Green Sheet, June 2020 BO	Fulfilled
Agency Coordination (Post Biological Opinion Checkpoints)- NCDOT Requirements	iii. NCDOT will continue to identify avoidance and minimization measures to all Waters of the U.S. and ensure that major hydraulic structures associated with the project are designed and installed to minimize negative impacts to stream stability (and therefore, water quality) to the greatest extent practicable.	Green Sheet, June 2020 BO	In Progress
Agency Coordination (Post Biological Opinion Checkpoints)- NCDOT Requirements	iv. NCDOT will provide USFWS with the total size of bridge footings in the water as project design progresses and the information becomes available.	Green Sheet, June 2020 BO	Not started

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
Agency Coordination (Post Biological Opinion Checkpoints)- NCDOT Requirements	v. NCDOT will provide USFWS with the results of the hydrology modeling (described below) as it becomes available, including change in French Broad velocity with causeways in place, and change in water surface elevation with causeways in place.	Green Sheet, June 2020 BO	In Progress
Agency Coordination (Post Biological Opinion Checkpoints)- NCDOT Requirements	vi. Once ROW plans are developed where vegetation will be removed in riparian areas, NCDOT will meet with USFWS and NCWRC to discuss revegetation plans with the goal of establishing native forested buffers in all impacted areas (Hominy Creek, Smith Mill Creek, Emma Branch, and the French Broad River). NCDOT, USFWS and NCWRC will also discuss revegetation for acquired riparian ROW that was not forested when purchased. Additionally, NCDOT will coordinate with USFWS and NCWRC to develop a revegetation and invasive species management plan for these areas.	Green Sheet, June 2020 BO	Pending
Agency Coordination (Post Biological Opinion Checkpoints)- Bid Build Contractor Requirements	i. The Bid Build Contractor shall meet with NCDOT personnel and USFWS and representatives immediately after contract execution to review the project and project commitments. At this time, the USFWS shall be afforded the opportunity to meet with key Bid Build Contractor members and NCDOT employees to provide education on the effects of artificial lighting, noise, and construction on nearby wildlife habitat and behavior. The Bid Build Contractor shall coordinate with the NCDOT Environmental Analysis Unit to schedule these meetings. This meeting shall be made prior to submitting any required permit modification application.	Green Sheet, June 2020 BO	Not started
Agency Coordination (Post Biological Opinion Checkpoints)- Bid Build Contractor Requirements	iii. The Bid Build Contractor and / or NCDOT shall contact USFWS if new information about MYGR is discovered, as it relates to the project.	Green Sheet, June 2020 BO	Not started
Agency Coordination (Post Biological Opinion Checkpoints)- Bid Build Contractor Requirements	iv. The Bid Build Contractor shall report any dead bats found on the construction sites to USFWS.	Green Sheet, June 2020 BO	Not started

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
Agency Coordination (Post Biological Opinion Checkpoints)- Bid Build Contractor Requirements	v. The Bid Build Contractor shall adhere to project commitments within the ROD and the Biological Opinion relating to Section 7 of the Endangered Species Act.	Green Sheet, June 2020 BO	Not started
Agency Coordination (Post Biological Opinion Checkpoints)- Design Build Team Requirements	i. NCDOT will arrange a meeting between each shortlisted DBT, representatives of the USFWS, and other regulatory agencies prior to the due date for the submission of Technical and Price Proposals. The discussions and answers provided at these meetings are not contractually binding but intend to offer the shortlisted teams an opportunity to inquire as to the permitting process as well as specific team concepts.	Green Sheet, June 2020 BO	Fulfilled
Agency Coordination (Post Biological Opinion Checkpoints)- Design Build Team Requirements	ii. NCDOT will arrange a meeting with the selected Design Build Team (DBT) to provide an opportunity for USFWS to convey their concern about potential effects to protected species. The DBT shall meet with NCDOT personnel and USFWS and regulatory agency representatives immediately after contract execution to review the project and project commitments. At this time, the USFWS shall be afforded the opportunity to meet with key DBT members and NCDOT employees to provide education on the effects of artificial lighting, noise, and construction on nearby wildlife habitat and behavior. The NCDOT shall coordinate with the DBT and the NCDOT Environmental Analysis Unit to schedule this meeting. This meeting shall be made prior to submitting the permit application. This is prior to the standard pre-con environmental meeting.	Green Sheet, June 2020 BO	Fulfilled
Agency Coordination (Post Biological Opinion Checkpoints)- Design Build Team Requirements	iii. The DBT shall adhere to project commitments within the ROD and the Biological Opinion relating to Section 7 of the Endangered Species Act. The DBT will be required to prepare information for any event in which NCDOT and FHWA reinitiate Section 7 consultation with the USFWS. It is possible that consultation be reinitiated prior to Concurrence Point 4B and again at Concurrence Point 4C.	Green Sheet, June 2020 BO	In progress

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
Agency Coordination (Post Biological Opinion Checkpoints)- Design Build Team Requirements	iv. NCDOT will continue to identify avoidance and minimization measures to all Waters of the U.S. and ensure that major hydraulic structures associated with the project are designed and installed to minimize negative impacts to stream stability (and therefore, water quality) to the greatest extent practicable. As part of this process, NCDOT and the DBT will continue to coordinate with the Merger Team to identify avoidance and minimization measures and ensure that project impacts are minimized to every practicable extent, including impacts to federally protected species.	Green Sheet, June 2020 BO	In progress
Agency Coordination (Post Biological Opinion Checkpoints)- Design Build Team Requirements	v. The DBT shall invite USFWS and regulatory agency representatives to the pre-construction meeting for the proposed project, as well as to all subsequent field inspections prior to construction, to ensure compliance with all special project commitments.	Green Sheet, June 2020 BO	Not Started
Agency Coordination (Post Biological Opinion Checkpoints)- Design Build Team Requirements	vi. The DBT shall provide USFWS with the sediment and erosion control plan and allow 15 days for review upon acknowledgement of receipt of notice.	Green Sheet, June 2020 BO	In progress
Agency Coordination (Post Biological Opinion Checkpoints)- Design Build Team Requirements	vii. The DBT shall provide regulatory agency representatives with the demolition plan for all bridges and allow 15 days for review upon acknowledgement of receipt of notice. All agencies will be notified prior to start of demolition so they may have a representative on site.	Green Sheet, June 2020 BO	Not Started
Agency Coordination (Post Biological Opinion Checkpoints)- Design Build Team Requirements	viii. The DBT shall provide USFWS with the construction phasing plan for each bridge.	Green Sheet, June 2020 BO	Not Started

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
Agency Coordination (Post Biological Opinion Checkpoints)- Design Build Team Requirements	ix. The DBT and / or NCDOT shall contact USFWS if new information about MYGR is discovered, as it relates to the project.	Green Sheet, June 2020 BO	Not Started
Agency Coordination (Post Biological Opinion Checkpoints)- Design Build Team Requirements	x. The DBT shall report any dead bats found on the construction sites to USFWS.	Green Sheet, June 2020 BO	Not Started
Agency Coordination (Post Biological Opinion Checkpoints)- Design Build Team Requirements	xi. The DBT shall include an Environmental Coordinator as a member of their Team who will be required to attend all design, merger, and preconstruction meetings, and who will consult bat and mussel experts, as needed.	Green Sheet, June 2020 BO	In progress
Agency Coordination (Post Biological Opinion Checkpoints)- Design Build Team Requirements	xii. Once ROW plans are developed where vegetation will be removed in riparian areas, NCDOT will meet with USFWS and NCWRC to discuss revegetation plans with the goal of establishing native forested buffers in all impacted areas (Hominy Creek, Smith Mill Creek, Emma Branch, and the French Broad River). NCDOT, USFWS and NCWRC will also discuss revegetation for acquired riparian ROW that was not forested when purchased. Additionally, NCDOT will coordinate with USFWS and NCWRC to develop a revegetation and invasive species management plan for these areas. Certain ROW areas will not be forested because they must be mowed or maintained at a low height for safety purposes.	Green Sheet, June 2020 BO	Not Started
Stormwater Control Measures	a. NCDOT's stormwater commitment guidance, will apply at crossings of the French Broad River and its tributaries, and any portion of the NCDOT stormwater conveyance system draining to those waters within the right-of-way.	Green Sheet, June 2020 BO	In progress
Stormwater Control Measures	b. NCDOT will prepare a stormwater management plan (SMP) to implement postconstruction stormwater best management practices (BMPs) to the maximum extent practical, consistent with the Department's National Pollutant Discharge Elimination System (NPDES) Post Construction Stormwater Program.	Green Sheet, June 2020 BO	In progress

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
Stormwater Control Measures	c. When preparing the SMP, NCDOT commits to using a hierarchical BMP selection process, optimized to treat silt, nutrients, and heavy metals.	Green Sheet, June 2020 BO	In progress
Stormwater Control Measures	d. At each discharge location outside of the 100-year floodplain, the hydraulics engineer will evaluate the feasibility of installing either an infiltration basin or a media filter as described in NCDOT's BMP Toolbox. If neither is feasible, the hydraulics engineer will select a feasible BMP.	Green Sheet, June 2020 BO	No longer required per SA
Stormwater Control Measures	e. NCDOT will commit to evaluating the use of emerging BMP technologies that the Department has not yet published in its BMP Toolbox: i. Bioswales ii. Bio embankments iii. Biofiltration conveyances iv. Soil improvement to maximize infiltration	Green Sheet, June 2020 BO	Fulfilled
Stormwater Control Measures	f. The NCDOT hydraulics design engineer will consult with the State Hydraulics Engineer and obtain prior approval before proposing one of these BMP technologies in the SMP.	Green Sheet, June 2020 BO	Fulfilled
Permanent Lighting	Crossing numbers in this section refer to Table 1 in Section 2.2.4 and Figures 4A-4D in Appendix A of the Biological Opinion. a. General CM's for all crossings of the French Broad River, Hominy Creek, Emma Branch, and Smith Mill Creek: i. Use shorter poles, providing an overall LED light fixture mounting height of 35' above the pavement surface. ii. Use LED light fixtures with a more rectangular light pattern as well as house side shields to minimize lighting outside of the pavement area. iii. Use LED light fixtures with a BUG rating of 1-0-3 or less iv. Change the design standards to meet the AASHTO minimum requirements of an average of 0.6 fc at 4:1 uniformity at all crossing locations identified in the lighting document, from the original design of 0.8 fc at 4:1 uniformity. v. At all identified crossings, the proposed high mast poles and 45' poles with GE Cobrahead (GE) fixtures (3-0-3 BUG) were redesigned with 35' poles with Cooper Cobrahead (Cooper) fixtures (1-0-3 BUG).	Green Sheet, June 2020 BO	N/A

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
Permanent Lighting	<p>a. General CM's for the entire project:</p> <ul style="list-style-type: none"> i. Use shorter poles, providing an overall LED light fixture mounting height of 35' above the pavement surface. ii. Use LED light fixtures with a more rectangular light pattern as well as house side shields to minimize lighting outside of the pavement area. iii. Use LED light fixtures with a BUG rating of 1-0-3 or less iv. Change the design standards to meet the AASHTO minimum requirements of an average of 0.6 fc at 4:1 uniformity at all crossing locations identified in the lighting document, from the original design of 0.8 fc at 4:1 uniformity. v. At all identified crossings, the proposed high mast poles and 45' poles with GE Cobrahead (GE) fixtures (3-0-3 BUG) were redesigned with 35' poles with Cooper Cobrahead (Cooper) fixtures (1-0-3 BUG). 	June 2020 BO	N/A
Permanent Lighting	<p>General Conservation Measures that apply to parts of the action area near and over waterways and riparian areas:</p> <ul style="list-style-type: none"> 1. Use shorter poles, providing an overall LED light figure mounting height of 35 feet above the pavement surface 2. Use LED light fixtures with a more rectangular light pattern as well as house side shields to minimize lighting outside of the pavement area. 3. Use LED light fixtures with a BUG rating of 1-0-3 or less 4. Use LED light fixtures with a lower lumen output, reducing overall brightness <p>a. Change the design standards to meet the American Association of State Highway and Transportation Officials (AASHTO) minimum requirements of an average of 0.6 foot-candle (fc) at 4:1 uniformity at all crossing locations identified in the lighting document, from the original design of 0.8 fc at 4:1 uniformity.</p> <p>b. At all identified crossings, the proposed high mast poles and 45-foot poles with GE Cobrahead (GE) fixtures (3-0-3 BUG) were redesigned with 35-foot poles with Cooper Cobrahead (Cooper) fixtures (1-0-3 BUG).</p>	Dec 2022 BO Mod to clarify above lighting measures	
Permanent Lighting	c. Culvert Outlet – NCDOT will meet with landowners adjacent to the roost culvert to discuss replacement or augmentation of existing lighting to reduce existing baseline conditions determined by the NCDOT Roadway Lighting Squad.	Green Sheet, June 2020 BO	Fulfilled
Permanent Lighting	d. Culvert inlet – The original lighting design near the Hill Street culvert inlet had 80' high mast poles installed between the mainline and Hill Street behind the Isaac Dickson Elementary School. NCDOT is revising this design to replace them with GE light fixtures installed on twin arm poles on the mainline median barrier.	Green Sheet, June 2020 BO	Fulfilled

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
Permanent Lighting	e. New French Broad Crossing (NFBC) – Use of single arm light poles mounted on the bridge and flyover barriers in place of the 120’ and 100’ high mast poles.	Green Sheet, June 2020 BO	Fulfilled
Permanent Lighting	f. NFBC – 35’ single arm poles with a narrow distribution light fixture and a house side shield will be used.	Green Sheet, June 2020 BO	Fulfilled
Permanent Lighting	i. FBR-2, FBR-3, & FBR-4 – All high mast poles within the connector interchange were removed and replaced with Cooper fixtures mounted on the outer and/or center bridge barrier rail.	Green Sheet, June 2020 BO	Fulfilled
Permanent Lighting	j. FBR-2, FBR-3, & FBR-4 – The Cooper fixtures are located so the crossings are centered between fixtures where the light level is the lowest.	Green Sheet, June 2020 BO	
Permanent Lighting	r. All SMC and EBC – Removal of all high mast poles within the connector interchange and replaces them with Cooper fixtures mounted on the outer and/or center bridge barrier.	Green Sheet, June 2020 BO	Fulfilled
Permanent Lighting	s. All SMC and EBC - Cooper fixtures located so the crossings are centered as best as possible between fixtures where the light level is the lowest.	Green Sheet, June 2020 BO	Not started
Permanent Lighting	t. SMC culvert area – Existing high mast pole located within the interchange ramps will be removed.	Green Sheet, June 2020 BO	Fulfilled
Monitoring for MYGR Return and Activity	a. NCDOT will conduct acoustic monitoring (or emergence counts, as appropriate) for MYGR at some locations immediately before, during and up to two years after construction. This monitoring may help determine changes in bat activity due to construction. NCDOT will coordinate the locations and time frame for monitoring with USFWS.	Green Sheet, June 2020 BO	N/A
Monitoring for MYGR Return and Activity	b. To help determine whether MYGR avoid active construction zones at night, NCDOT will investigate the use of night-vision video recordings, or other methods, in an attempt to monitor bat activity at locations where they may be most susceptible to disturbance.	Green Sheet, June 2020 BO	N/A

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
Monitoring for MYGR Return and Activity	e. NCDOT will conduct additional monitoring/research to at a minimum include additional telemetry, coordinated monitoring of roosts, monitoring of new panels, basin wide acoustics to be conducted at key points during and after construction. This additional monitoring will be coordinated with USFWS, NCWRC and NCDOT. Please refer to Term and Condition 10 for clarification.	Green Sheet, June 2020 BO	N/A
Hill Street Culvert Roost Area	a. NCDOT will replace most, if not all the CMP within the culvert system upstream from the RCBC with RCBC and/or concrete pipe, which will effectively create additional bat roosting habitat.	Green Sheet, June 2020 BO	In Progress
Hill Street Culvert Roost Area	b. NCDOT will meet with landowners adjacent to the roost culvert to discuss replacement or augmentation of existing lighting to reduce existing baseline conditions determined by the NCDOT Roadway Lighting Squad.	Green Sheet, June 2020 BO	Fulfilled
Hill Street Culvert Roost Area	c. NCDOT will acquire a permanent drainage easement (PDE) or additional right of way at the culvert inlet (near Courtland Ave.) and outlets, where replanting with containerized, native, woody vegetation will occur. In addition, if NCDOT acquires additional right-of-way or conservation easements along the French Broad River or adjacent to the culvert, NCDOT will replant with native, woody vegetation to provide, in time, a buffer for noise, light, and surface water runoff. NCDOT will coordinate with USFWS and NCWRC to develop a revegetation and invasive species management plan for these areas.	Green Sheet, June 2020 BO	Not started
NCDOT-Sponsored Gray Bat Research Project	NCDOT, with the cooperation of the USFWS and NCWRC, committed to a three-year study on MYGR within the French Broad River Basin. This study will serve as a conservation measure for NCDOT projects within the Divisions 13 and 14 for a limited time. NCDOT will fund Indiana State University \$900,000 to conduct the research project, to gather the information needed to allow NCDOT and USFWS to enter a programmatic consultation to cover MYGR for NCDOT Divisions 13 and 14, as well as help to develop species-specific avoidance and minimization measures. This agreement was reached, in part, for the I-4400/I-4700 (I-26 widening) project in Buncombe and Henderson Counties, but also benefits this project.	Green Sheet, June 2020 BO	Fulfilled
Protection of Culvert Roost Entrance	NCDOT will coordinate with USFWS to assess the need to deter trespassing/use of the culvert by humans, and install signage or barriers, as needed.	Green Sheet, June 2020 BO	In progress
Gray Bat Conservation Funding	NCDOT will provide \$350,000 for measures consistent with the recovery objectives outlined in the MYGR recovery plan (Brady et al. 1982).	Green Sheet, June 2020 BO	In progress

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
Installation of Temporary Bat Roost Panels on Bridges	<p>NCDOT will provide modern bat roost panels or comparable structures that could serve as a temporary alternate roost for bats potentially disturbed by work on the culvert roost for the duration of construction of the I-2513 project. This will be in the place of the panels on four bridges NCDOT has committed to in the BA, which were to be placed on bridges with documented signs of bat use. These bridges are all relatively far from the Hill Street Culvert roost. The USFWS believes that panels placed on one bridge close to the Hill Street Culvert roost has greater potential to minimize take than panels placed on four bridges farther away (Reasonable and Prudent Measure 3). Refer to Term and Condition 9 for more details.</p>	Green Sheet, June 2020 BO	Fulfilled
Appalachian Elktoe Conservation Funding	<p>a. NCDOT will provide \$500,000 to the North Carolina Nongame Aquatic Projects Fund for the French Broad River Conservation Plan (FBRCP) proposed by USFWS, which will aid in the recovery and conservation of Appalachian elktoe. The funding will be held by the NCWRC. A multi-agency/organization group of mussel species experts, including USFWS, will determine how to expend the funds.</p> <p>b. The French Broad River Conservation Plan proposes to improve aquatic habitat and diversity and to mitigate risks in the French Broad River. It may include the following:</p> <p>i. Species Reintroduction: Developing a normal cohort of companion species will benefit long-term Appalachian elktoe recruitment and survival; mussel species are healthier in dense multi-species mussel beds (Vaughn et al. 2008).</p> <p>ii. Early Warning and Emergency Capacity: A monitoring network and propagation facility devoted to species introduction pairs an early warning system with emergency production capacity to immediately mitigate unforeseen effects to the Appalachian elktoe population should the need arise.</p> <p>iii. Genetic Management Program: A study of the genetic health/potential genetic drift of the population will provide feedback to the previous two program aspects and will fine tune management of Appalachian elktoe.</p> <p>iv. Miscellaneous: Other projects could include development of technologies such as the use of passive integrated transponder (PIT) tags to locate mussels; radio tracking equipment to study movement of mussels during high flow; development of techniques to artificially stabilize habitat for the placement of propagated mussels; and/or a cost-benefit study of watershed improvement options.</p>	Green Sheet, June 2020 BO	Fulfilled

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
French Broad River Geomorphology Monitoring	<p>NCDOT is working with the US Geological Survey (USGS) to evaluate the impacts of construction and temporary causeways on river habitat. This monitoring project encompasses several Transportation Improvement Projects (I-2513, I-4400 and I-4700). Therefore, the monitoring project will span several years to accommodate the varying construction schedules.</p> <p>a. Terrestrial Light Detection and Ranging (T-LiDAR) technology will be used annually to produce a laser scan of river banks. Bathymetric surveys will be conducted concurrently one to two times a year. Bathymetric data will be used to generate a gridded surface representation (digital elevation model, or DEM) of the channel bed for each survey. A similar approach will be applied to T-LiDAR data to evaluate stream bank position between successive surveys.</p> <p>b. Water quality monitoring will include real-time (continuous) data collection of temperature, turbidity, and specific conductance. Discrete water-quality samples will be collected during a variety of flow conditions to measure total suspended sediment (TSS) and suspended sediment concentration (SSC).</p> <p>c. Continuous streamflow, precipitation, and water-quality (temperature, conductance, and turbidity) data will be available online at http://waterdata.usgs.gov/nc/nwis/rt/ and via text and email alerts. Yearly summaries for each monitoring site will be available on demand from the USGS National Water Information System web interface (NWISWeb). Real-time alerts will be available to NCDOT via the NWISWeb when temperature or turbidity concentrations spike or exceed a predetermined threshold.</p> <p>d. If monitoring at the French Broad River reveals excessive bank erosion, bank instability, or sedimentation associated with the bridge replacement, NCDOT will work to identify the cause and will make improvements to address the problems in a timely manner.</p>	Green Sheet, June 2020 BO	In progress
Reasonable and Prudent Measures for gray bat and Appalachian Elktoe	1. The USFWS must be notified of any project modifications.	Green Sheet, June 2020 BO	
Reasonable and Prudent Measures for gray bat and Appalachian Elktoe	2. NCDOT will minimize impacts to roosting bats in the culvert roost to the extent possible through coordination with the USFWS for work that occurs between March 15th and November 15th.	Green Sheet, June 2020 BO	Not started

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
Reasonable and Prudent Measures for gray bat and Appalachian Elktoe	3. NCDOT will provide modern bat roost panels or comparable structures that could serve as a temporary alternate roost for bats potentially disturbed by work on the culvert roost for the duration of construction of the I-2513 project. This will be in the place of the panels on four bridges NCDOT has committed to in the BA, which were to be placed on bridges with documented signs of bat use. These bridges are all relatively far from the Hill Street Culvert roost. The USFWS believes that panels placed on one bridge close to the Hill Street Culvert roost has greater potential to minimize take than panels placed on four bridges farther away.	Green Sheet, June 2020 BO	N/A
Reasonable and Prudent Measures for gray bat and Appalachian Elktoe	4. NCDOT will minimize permanent lighting on waterways in the final lighting design plan to the extent possible, as well as current permanent lighting at the Hill Street Culvert Roost. Current plans for new permanent lighting (Appendix J of the BO) are preliminary in nature.	Green Sheet, June 2020 BO	Fulfilled
Reasonable and Prudent Measures for gray bat and Appalachian Elktoe	5. NCDOT will avoid and minimize potential take of bats roosting in culverts other than the Culvert Roost by conducting culvert checks before rehabilitation or repair work (see Term and Condition 12).	Green Sheet, June 2020 BO	Not started
Reasonable and Prudent Measures for gray bat and Appalachian Elktoe	6. NCDOT will adhere to all BMPs for soil and erosion control, and will report to the USFWS (described in Term and Condition 7) if failures occur.	Green Sheet, June 2020 BO	Not started
Terms and Conditions	1. NCDOT will adhere to all measures listed in the Conservation Measures section of this Opinion and in the BA (if not revised in the BO).	Green Sheet, June 2020 BO	Not started
Terms and Conditions	2. NCDOT will simultaneously notify USACE and USFWS of any permit modification requests.	Green Sheet, June 2020 BO	In progress

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
Terms and Conditions	3. A USFWS biologist will be invited (at least seven days prior) to the preconstruction meeting(s) to review permit conditions and discuss any questions the Contractor has regarding implementation of the project. After the Contractor submits plans for various stages (outlined in post BO coordination Section 2.3.5.2) of the project, a USFWS biologist will review and provide comments (within 15 days upon acknowledgement of receipt of notice) on the plans and will be invited to attend any meetings to discuss implementation of the plans.	Green Sheet, June 2020 BO	Not started
Terms and Conditions	4. During construction, culvert inlets and outlets will be evaluated by the resident engineer with regard to stream stability immediately following installation and quarterly for a period of one year at each location. Indicators of instability, such as head cutting, scour, aggradation, or degradation, will be used to determine the need for corrective actions.	Green Sheet, June 2020 BO	Not started
Terms and Conditions	5. A final field inspection will be held with the Contractor to evaluate culvert placement and stream stability before the project is considered complete. If instability is detected during any of these reviews, corrective actions will be performed when deemed necessary by the engineer or by the conditions of any federal and state permits required by Section 404/401 of the Clean Water Act.	Green Sheet, June 2020 BO	Not started
Terms and Conditions	6. NCDOT and NCDEQ-DEMLR (land quality) will meet with USFWS to evaluate and discuss erosion control effectiveness if requested.	Green Sheet, June 2020 BO	Construction Commitment
Terms and Conditions	7. In the event of any failure of erosion control devices, within 48 hours, NCDOT will send a report to USFWS detailing the cause of the failure, photographs of the failure, and a plan for repair of the erosion control devices and reasonable methods to avoid future failure. NCDOT will notify the USFWS when failures are repaired.	Green Sheet, June 2020 BO	Construction Commitment

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
Terms and Conditions	<p>8. To carry out Reasonable and Prudent Measure 2, the USFWS must be notified before work starts in the culvert.</p> <p>a. Work can only commence when the baffle is installed if work will occur from March 15th through November 15th.</p> <p>b. NCDOT will coordinate with the USFWS to determine the best timing for installing the baffle.</p> <p>c. The USFWS, or an individual approved by USFWS, must be present when trees are cleared near the culvert and when the baffle is installed if installation occurs when bats present.</p> <p>d. The USFWS may request that the baffle is moved, removed, or altered. It may be determined that disturbances from construction are less impactful than potential alterations to the culvert microclimate from the baffle, or noise levels no longer exceed the ambient level.</p> <p>e. If the RCBC outlet is needed to access other portions of the culvert, it will only be used when bats are not present.</p>	Green Sheet, June 2020 BO	Not started
Terms and Conditions	<p>9. The alternate bat roost structure from Reasonable and Prudent Measure 3 will consist of modern bat modular roost panels or comparable structures installed on a bridge over water as close to the culvert roost as possible, but out of areas disturbed by construction. Panels should be constructed of fiber-reinforced concrete with additives to mimic thermal mass and should be mounted using metal.</p> <p>Bridge selection and panel placement/design should be informed by work currently being conducted by Indiana State University. Panels must be installed before work starts on the culvert roost and should be checked for bat use once in early summer and once in late fall for three years following placement. The details of the location, size, design, and installation of the bat panels will be decided by a committee to include USFWS, NCWRC, and NCDOT.</p> <p>This panel will be installed temporarily for the duration of construction.</p>	Green Sheet, June 2020 BO	Fulfilled

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
Terms and Conditions	<p>10. NCDOT will monitor bat activity before, during, and post construction.</p> <p>a. NCDOT has committed to conducting acoustic monitoring (and/or emergence counts, as appropriate) for MYGR at some locations immediately before, during and up to two years after construction. This monitoring may help determine changes in bat activity related to construction. NCDOT will coordinate the locations and time frame for monitoring with USFWS. This will include monitoring the culvert roost, including before and after the baffle is installed.</p> <p>b. To investigate whether MYGR avoid active construction zones (including bridges and the Hill Street culvert roost) at night, NCDOT will explore the use of night-vision video recordings, or other methods, in an attempt to monitor bat activity at locations where they may be most susceptible to disturbance.</p> <p>c. NCDOT will conduct additional monitoring/research to include telemetry, coordinated monitoring of roosts, monitoring of new panels, basin-wide acoustics to be conducted at key points during and after construction.</p> <p>The details of additional monitoring will be decided by a committee to include USFWS, NCWRC and NCDOT. Information gathered will be used to increase our knowledge of impacts to bats to help inform future consultation, to learn more about gray bats in the project area, to better conserve the species, and to track movements of bats and hopefully determine where bats go if they abandon the culvert roost and/or the area.</p>	Green Sheet, June 2020 BO	N/A

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
Terms and Conditions	<p>11. As part of Reasonable and Prudent Measure 4, NCDOT will give the USFWS the opportunity to discuss/review/comment on the lighting design drafts and final design plans (and allow 15 days for review upon acknowledgement of receipt of notice), including on the Bowen Bridge.</p> <p>a. Bowen Bridge: This bridge is being downgraded to carry four lanes of local traffic on the center lanes, and bike and pedestrian paths on the outer lanes. Lighting will be altered to accommodate these changes.</p> <p>i. New lighting for vehicle and bike/pedestrian traffic will not exceed the current level of illumination on the water (an average of 0.10 foot-candle over an area that goes from shore to shore and extends approximately 50’ to the north and south from the structures) as determined by a lighting engineer, and every effort will be made to reduce the level of illumination on the water.</p> <p>ii. NCDOT will work with USFWS to avoid and minimize impacts of light, including: -Light will be 3000 K or below</p> <p>iii. Proposed aesthetic panel lighting will not illuminate the water surface when bats are present (March 15th through November 15th). NCDOT and the City of Asheville will work with the USFWS to determine acceptable light color and levels when bats are present.</p>	Green Sheet, June 2020 BO	

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
Terms and Conditions	<p>12. In order to carry out Reasonable and Prudent Measure 5, NCDOT will conduct culvert checks for roosting bats within 30 days of rehabilitation or repair for any culverts five feet tall or higher, and 200 feet or longer, scheduled to occur from March 15th through November 15th. If bats are found, a similar protocol will be used to the pre-demolition check for bats in bridges.</p> <p>If bats are present, one of the following options will be implemented (options listed in order of preference). NCDOT will:</p> <ul style="list-style-type: none"> a. Wait for bats to leave for the season (approximately mid-October to early November) before beginning work; or b. A biologist will monitor the culvert and work will begin after bats leave the culvert for the evening (if work occurs over multiple days, the culvert will need to be monitored each day work occurs), or c. A permitted biologist will exclude bats from work area immediately prior to the start of work using acoustic deterrents (if this method is employed, the culvert will need to be checked each day work occurs to determine efficacy), or d. A permitted biologist will hand remove bats from work area immediately prior to the start of work (the culvert will need to be checked each day work occurs to ensure bats do not return). e. If pre-work check determines pups are present, NCDOT will refrain from culvert work until it can be determined by a biologist that the pups are volant, and then use the previous options to proceed with work. 	Green Sheet, June 2020 BO	Not started
Terms and Conditions	13. The nearest flyover bridge to the culvert roost will not be closer than 300 feet from the outlet.	Green Sheet, June 2020 BO	Fulfilled
Monitoring and Reporting Requirements	In order to monitor the impacts of incidental take, the NCDOT must report the progress of the Action and its impacts on the species to the USFWS. This section provides the specific instructions for such monitoring and reporting. As necessary and appropriate to fulfill this responsibility, the NCDOT must require any permittee, Contractor, or grantee implement these Terms and Conditions through enforceable terms that are added to the permit, contract, or grant document. Such enforceable terms must include a requirement to immediately notify the NCDOT and USFWS if the amount or extent of incidental take specified in this Incidental Take Statement is exceeded during action implementation.	Green Sheet, June 2020 BO	Not started
Monitoring and Reporting Requirements	NCDOT will provide a final report and yearly bat monitoring summaries to the Service by January 31st of each year starting at the end of the bat monitoring season, and concluding up to two years after construction is completed.	Green Sheet, June 2020 BO	In progress

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
Reinitiation Notice	<p>Formal consultation for the I-2513 project is concluded. Reinitiation of consultation is required by law if:</p> <p>a. the amount or extent of incidental take is exceeded</p> <p>i. Gray Bats: If construction operations at the bridges cannot be completed after five years from the start of causeway construction without night operations, or culvert system work cannot be completed after four seasons when bats are not present, or 60” CMP work cannot be complete after one season when bats are not present, all work should stop, and the USFWS should be contacted immediately to reinitiate consultation.</p> <p>ii. If a continuing NOV* is issued to NCDOT, the USFWS should be contacted immediately to determine if consultation should be reinitiated with the FHWA.</p> <p>*If severe problems are found that may result in loss of sediment into waterbodies or onto adjacent property owners, a Notice of Violation (NOV) is issued by NCDEQ-Energy Mineral and Land Resources to NCDOT. Consequently, NCDOT and its contractors will react immediately to correct items noted in the NOV. If deficiencies are not corrected within the timeframe directed by the Energy, Mineral and Land Resources NOV, a Continuing NOV will be issued. A Continuing NOV indicates that sufficient progress has not been made to correct environmental deficiencies on a project.</p> <p>b. new information reveals that the Action may affect listed species or designated critical habitat in a manner or to an extent not considered in this BO;</p> <p>c. the Action is modified in a manner that causes effects to listed species or designated critical habitat not considered in this BO; or</p> <p>d. a new species is listed or critical habitat designated that the action may affect.</p>	Green Sheet, June 2020 BO	Not started
Conservation Recommendations	<p>We recommend the FHWA and NCDOT works with the USFWS to determine how roost panels on bridges could be installed permanently (with the option to remove them temporarily for maintenance), contributing to the FHWA 7(a)(1) commitments to proactively work toward recovery of the gray bat.</p>	June 2020 BO	N/A

I-2513 B& D Project Commitments March 2026

Topic	Commitment	Source	Status
Avoidance and Minimization	The following avoidance and minimization measures have been proposed to minimize adverse effects of the proposed action on Northern long-eared bat (<i>Myotis septentrionalis</i>): a. No alterations of a known hibernacula entrance or interior environment if it impairs an essential behavioral pattern, including sheltering northern long-eared bats (January 1 through December 31); b. No tree removal within a 0.25-mile radius of a known hibernacula (January 1 through December 31); and c. No cutting or destroying a known, occupied maternity roost tree, or any other trees within a 150-foot radius from the known, occupied maternity tree during the period from June 1 through and including July 31.	Green Sheet	N/A
Burton Street Community Mitigation	NCDOT committed to addressing disproportionately high and adverse effects on the Burton Street community that cannot be avoided or minimized and is coordinating with the community to provide additional mitigation opportunities to lessen the burden of the project on these residents. The Burton Street Working Group is currently identifying how to implement the strategies identified in the 2018 Burton Street Neighborhood Plan, with certain goals and strategies requiring additional outreach and the engagement of Burton Street residents. NCDOT will carry out all activities for which it has been assigned responsibility in the plan. These include the following:	Green Sheet	In Progress
Burton Street Community Mitigation	Improve existing sidewalks to meet ADA design standards.	Green Sheet	In Progress
Burton Street Community Mitigation	Improve pedestrian connections between community resources by installing a sidewalk on Downing Street per agreement of property owners.	2023 ROD	In Progress
Burton Street Community Mitigation	Improve sidewalk connections between commercial corridors and include a pedestrian path from Buffalo Street to Patton Avenue that will connect to future greenway.	Green Sheet	In Progress
Burton Street Community Mitigation	Evaluate opportunities for new transit stops, such as near Burton Street and Haywood Road.	Green Sheet	In Progress
Burton Street Community Mitigation	Install a sidewalk along Patton Avenue to connect pedestrian path and transit stop.	Green Sheet	Fulfilled
Burton Street Community Mitigation	Install bus shelters and other improvements at transit stops located near Burton Street. Consider neighborhood specific designs if feasible.	Green Sheet	In Progress

I-2513 B& D Project Commitments March 2026

Topic	Commitment	Source	Status
Burton Street Community Mitigation	Incorporate a Burton Street history mural on proposed I-26 Connector sound wall if built.	Green Sheet	TBD
Burton Street Community Mitigation	Improve Community Center infrastructure by including additional parking.	Green Sheet	In Progress
Burton Street Community Mitigation	Construct a new park and community gathering space at Smith Mill Creek that will include an access point to the future greenway.	Green Sheet	In Progress
Burton Street Community Mitigation	Improve the Florida Avenue and Patton Avenue intersection by adding pavement markings and left turn signals.	Green Sheet	Fulfilled
Burton Street Community Mitigation	Increase the tree canopy within the interstate buffer along the Burton Street neighborhood where possible.	Green Sheet	In Progress
Burton Street Community Mitigation	Although the Burton Street Neighborhood Plan indicates that the Community Baptist Church will be displaced, the project designs have since been refined to eliminate the need to relocate this property. Only a small portion of the parking lot is anticipated to be impacted, and the church will not need to be relocated.	Green Sheet	In Progress
Hillcrest Apartments Community Mitigation	In order to further mitigate impacts associated with the project design in Section B, modifications have been made along Patton Avenue east of the French Broad River and adjacent to the Hillcrest Apartment community, an identified Environmental Justice community . A public meeting was held on February 15, 2022 with the residents of Hillcrest Apartments to show the proposed modifications and address any concerns from the residents. Modifications include additional sidewalk connectivity from Hillcrest to the realigned Hill Street, including a grassed berm to separate residents from Hill Street. Additionally, a pedestrian bridge is proposed at the entrance of the community to provide access across I-240 to Hill Street. A sidewalk is included on the southeast corner of the property to provide direct access by residents to Patton Avenue and the multi-use path along Patton Avenue. The existing pedestrian bridge east of the Jeff Bowen Bridges, south of Hillcrest is proposed to be removed and the existing pedestrian bridge south of the Isaac Dickson Elementary School is proposed to be replaced.	Green Sheet	Fulfilled

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
Cultural Resources	Pursuant to Section 106 of the National Historic Preservation Act, the State Historic Preservation Office (HPO) concurred with NCDOT's determination that the project will have no adverse effect upon the following properties identified in or near the Area of Potential Effects (APE) that are already listed in or eligible for the National Register of Historic Places (NRHP): the Biltmore Estate, Buncombe County Bridge 216, Baker Building, the Montford Hills Historic District, and the Haywood Street United Methodist Church. Additionally, HPO concurred with the determination that the project will have no adverse effect upon the following properties provided the environmental commitments stipulated in a Memorandum of Agreement (MOA) are fulfilled: the Asheville School, West Asheville/Aycock School Historic District, Freeman House, the William Worley House, and the Great Smoky Mountain Park Bridge (Buncombe County Bridge No. 323).	Green Sheet	Fulfilled
Cultural Resources	The Selected Alternative will have an adverse effect on Riverside Cemetery within the Montford Area Historic District [Section BD] and one archaeological site (31BN826) [Section C].	Green Sheet	N/A
Cultural Resources	The MOA shall ensure stipulations are fulfilled for the two one adversely effected properties, the five properties determined to have no adverse effect with commitments, and any determined eligible archaeological resource identified during further testing. Commitments included in the MOA are as follows:	Green Sheet	N/A
Riverside Cemetery within the Montford Area Historic District (BN0022)	Riverside Cemetery within the Montford Area Historic District (BN0022): After consultation with the SHPO, the Asheville City Parks and Recreation Department, the Montford Neighborhood Association, the City of Asheville Transportation and Planning and Urban Design Departments, and the Preservation Society of Asheville and Buncombe County, NCDOT agrees to lessen the property impacts resulting from the Undertaking by providing funding or services for the following measures.	Green Sheet	N/A
Riverside Cemetery within the Montford Area Historic District (BN0022) - 1. Vibration Studies and Monitoring Plan	a. Development of Vibration Monitoring Plan: NCDOT's Geotechnical Engineering Unit, in consultation with NCDOT Division 13, shall develop a vibration monitoring plan for the Undertaking, to include on-site research during final design as well as monitoring during construction. The recommendations of the plan shall be provided to SHPO and concurring parties (except for the EBCI, CN, UKB, MCN, and Catawba Nation) for their comments prior to adoption.	Green Sheet	Ongoing

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
Riverside Cemetery within the Montford Area Historic District (BN0022) - 1. Vibration Studies and Monitoring Plan	b. Baseline Studies: On-site research, done prior to construction, will measure existing vibration exposure, determine sensitivity of key funerary monuments and assign thresholds accordingly.	Green Sheet	Ongoing
Riverside Cemetery within the Montford Area Historic District (BN0022) - 1. Vibration Studies and Monitoring Plan	c. Vibration Monitoring: Vibration monitoring will be conducted on key funerary monuments within Riverside Cemetery, recommended in the aforementioned vibration monitoring plan. When a reading exceeds the established threshold, an alarm will sound and the Contractor or the cemetery manager shall immediately contact NCDOT’s Division 13 Resident Engineer to assess the situation.	Green Sheet	Construction Commitment
Riverside Cemetery within the Montford Area Historic District (BN0022) - 1. Vibration Studies and Monitoring Plan	d. Pre-construction Surveys: NCDOT will conduct pre-construction surveys of all key funerary monuments within Riverside Cemetery to record a “before” condition so that any construction-related damage can be accurately identified. The City of Asheville shall identify the key funerary monuments to be included in the Vibration Monitoring Plan, pre-construction surveys and inventories noted above.	Green Sheet	Ongoing
Riverside Cemetery within the Montford Area Historic District (BN0022) - 2. Auditory Effects	a. Design Noise Report: In accordance with the Department’s Traffic Noise Policy, NCDOT’s Design Build Team, shall complete a Design Noise Report for the Undertaking which includes recommendations for abatement measures for traffic noise impacts. If the Design Noise Report concludes that noise wall barriers along the boundaries of the Montford Historic District are preliminarily deemed to meet feasibility and reasonableness criteria then further consultation on the appearance of the barriers will be required with SHPO and the concurring parties.	Green Sheet	Ongoing
Riverside Cemetery within the Montford Area Historic District (BN0022) - 2. Auditory Effects	b. Pavement: NCDOT is not proposing pavement as a noise abatement for this project, however, in accordance with all design standards/criteria, NCDOT elects to use low noise pavement surface treatments for any concrete and/or asphalt surfaces and minimize the number of joints on the roadway structures in the vicinity of Riverside Cemetery. NCDOT cannot commit to the utilization of these specific surface treatments in perpetuity or to maintenance schedules that keep the auditory qualities of these lower noise pavement designs at their premium.	Green Sheet	Fulfilled

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
Riverside Cemetery within the Montford Area Historic District (BN0022) - 2. Auditory Effects	c. Memorandum of Understanding: NCDOT’s Division 13 will develop a Memorandum of Understanding (MOU) with the Asheville City Parks and Recreation Department to outline how the city will notify NCDOT of funerals. Protocols will be established to limit construction noise during such events.	Green Sheet	Not started
Riverside Cemetery within the Montford Area Historic District (BN0022) - 3. Right-of-way	a. Pre-Construction Tree Survey: It is understood that all existing vegetation and trees within the highway right-of-way parallel to the Riverside Cemetery will likely be removed during construction. To mitigate these impacts along the Riverside Cemetery boundary, NCDOT’s Design-Build Team shall conduct a tree survey of existing trees exceeding 6.0” diameter that are targeted for removal within the existing highway Right-Of-Way, will remain in the existing highway Right-Of-Way, or are within the Riverside Cemetery that their root system may be impacted during construction. The Design-Build Team’s survey shall include in its documentation, but not be limited to the following information: 1) tree species and measurements (DBH, canopy width, and height), 2) approximate age, and 3) overall health/life expectancy, and 4) potential construction impacts, as well as management recommendations for trees adjacent to the highway Right-Of-Way that may be impacted. The recommendation may include, but not limited to, additional fertilization, pruning or overall removal and replacement.	Green Sheet	Fulfilled
Riverside Cemetery within the Montford Area Historic District (BN0022) - 3. Right-of-way	b. Planting within highway Right-Of-Way: Re-vegetation of the highway right-of-way parallel to the cemetery boundary will be planned and implemented in accordance with NCDOT’s Guidelines for Planting within Highway Right-of-Way. All new plant materials will be warranted for three growing seasons and replaced by NCDOT if they fail within that time.	Green Sheet	Not started
Riverside Cemetery within the Montford Area Historic District (BN0022) - 3. Right-of-way	c. Planting within highway Right-Of-Way will be congruent with existing vegetation and trees along the Riverside Cemetery boundary.	Green Sheet	Not started
Riverside Cemetery within the Montford Area Historic District	d. Replacement of Trees: If trees within Riverside Cemetery are damaged due to construction within the highway Right-Of-Way then NCDOT will follow the management recommendations in the pre-construction tree survey (additional fertilization, pruning, or overall removal and replacement). Replacement of trees will follow	Green Sheet	Ongoing

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
(BN0022) - 3. Right-of-way	Asheville’s Code of Ordinances Section 7-11-13 (landscape & buffering standards) and Appendix 7-C (recommended species list). All new plant materials will be warranted for three growing seasons and replaced by NCDOT if they fail within that time. As a follow up to this commitment, a plan was developed with the City. The trees that are on the cemetery property but along existing control of access fence will be removed under the NCDOT contract. The utility company will remove the trees within the utility easement on the cemetery property, both inside and outside the historic boundary as part of their work. For the 7 trees within the historic boundary, not on the CA line (T039, T044, T055, T076, T090, T100, T104) that may eventually be killed by impacts to the critical root zone, they wanted to take a wait and see approach in hopes that trees like T-90, a 100-foot-tall red oak, for example, might survive. The numbering on the trees refers to a map included with the Section 106 Coordination identifying the location of the trees.		
Riverside Cemetery within the Montford Area Historic District (BN0022) - 3. Right-of-way	e. Right-Of-Way Fence: The fence that marks the highway Right-Of-Way parallel to the cemetery boundary will be a black metal fence that is approved by the Asheville City Parks and Recreation Department, the SHPO, and NCDOT.	Green Sheet	Fulfilled
Riverside Cemetery within the Montford Area Historic District (BN0022) - 4. Landscaping within Riverside Cemetery	a. Additional areas of concentrated landscaping will be included within the boundaries of Riverside Cemetery adjacent to the highway and will be developed through consultation with the Asheville City Parks and Recreation Department, SHPO, and other concurring parties.	Green Sheet	Post Construction Commitment
Riverside Cemetery within the Montford Area Historic District (BN0022) - 4. Landscaping within Riverside Cemetery	b. Landscaping will follow Asheville’s Code of Ordinances Section 7-11-13 (landscape & buffering standards) and Appendix 7-C (recommended species list). All new plant materials will be warranted for three growing seasons and replaced by NCDOT if they fail within that time.	Green Sheet	Post Construction Commitment

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
Riverside Cemetery within the Montford Area Historic District (BN0022) - 4. Landscaping within Riverside Cemetery	c. Preliminary Post-Construction Landscape Design plans will be provided to SHPO, the Asheville City Parks and Recreation Department, and the concurring parties for their review and comment.	Green Sheet	Post Construction Commitment
Riverside Cemetery within the Montford Area Historic District (BN0022) - 4. Landscaping within Riverside Cemetery	d. NCDOT (or its contractor) shall install the landscaping after completion of roadway construction work along the historic boundary of the cemetery. All new plant materials will be warranted for three growing seasons and replaced by NCDOT if they fail within that time.	Green Sheet	Post Construction Commitment
Riverside Cemetery within the Montford Area Historic District (BN0022) - 5. Roadway Design and Appearance	a. In accordance with all design standards / criteria, NCDOT's Design-Build Team will be encouraged to modify the Department's preliminary design in proximity to the Riverside Cemetery. Specifically, along the Cemetery boundary, the Design-Build Team will be encouraged to lower the US 19/US 23/US 70 roadway and shift the facility westward without incorporating design exceptions or increasing right of way impacts or relocations.	Green Sheet	Fulfilled
Riverside Cemetery within the Montford Area Historic District (BN0022) - 5. Roadway Design and Appearance	b. The retaining wall will be designed to extend along the entire Riverside Cemetery boundary adjacent to the proposed project.	Green Sheet	N/A
Riverside Cemetery within the Montford Area Historic District (BN0022) - 5. Roadway Design and Appearance	c. The appearance of the retaining walls along the cemetery's boundary will be formed concrete walls with a simulated masonry surface treatment. The surface treatment will be designed to resemble stacked stone walls and may be painted, stained, or tinted. Choices of aesthetic wall treatments will be provided to SHPO, the Asheville Transportation Department, the Asheville City Parks and Recreation Department, and the concurring parties for their review and comment prior to final approval. The preferred surface texture and color will be included in NCDOT's final design.	Green Sheet	N/A

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
Riverside Cemetery within the Montford Area Historic District (BN0022) - 6. Roadway Lighting	Roadway lighting will be designed and constructed to minimize the dispersion of light (“spillover”) beyond the highway Right-Of-Way. NCDOT will not install high mast poles adjacent to the cemetery. Instead NCDOT will install single pole, shoulder and/or barrier mounted, lighting with LED illumination in this area.	Green Sheet	Fulfilled
Riverside Cemetery within the Montford Area Historic District (BN0022) - 7. Duke Energy Line Relocation	The transmission lines currently on Courtland Place will be rerouted northwest to a point near the southwest boundary of Riverside Cemetery and US 19/US 70.	Green Sheet	Fulfilled
Riverside Cemetery within the Montford Area Historic District (BN0022) - 7. Duke Energy Line Relocation	a. A 70-foot Permanent Utility Easement (PUE) will be cleared of trees and a single pole erected to hold the lines. Duke Energy will erect the shortest pole that meets the needs of the line in this location.	Green Sheet	Fulfilled
Riverside Cemetery within the Montford Area Historic District (BN0022) - 7. Duke Energy Line Relocation	b. Prior to construction Duke Energy will flag any “danger trees” located outside the 70-foot PUE that are adjacent to or within the boundaries of the cemetery. If any “danger trees” exist, Duke Energy will consult with NCDOT, SHPO and the Asheville City Parks and Recreation Department prior to any removal of the “danger trees” and will prioritize tree trimming over removal and replacement.	Green Sheet	In progress
Freeman House (BN2470)	Historic Freeman House (BN2470) - After consultation with the SHPO and the property owner, NCDOT agrees to lessen the audible and visual impacts resulting from the Undertaking by providing funding or services for the following measures.	Green Sheet	N/A
Freeman House (BN2470) - 1. Noise Abatement	a. Upon satisfactory completion of the work, NCDOT will reimburse the property owner for the costs to install central heat/AC, storm windows, and insulation based on the lowest of 3 bids provided to NCDOT by the property owner. If the property owner chooses, NCDOT will make payment directly to a third-party contractor(s).	Green Sheet	Not started

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
Freeman House (BN2470) - 2. Landscaping	b. NCDOT (or its contractor) shall install landscaping along the edges of the property facing the new facility after completion of the project. All new plant materials will be warranted for three growing seasons and replaced by NCDOT if they fail within that time period.	Green Sheet	Not started
William Worley House (BN2442)	Historic William Worley House (BN2442) - After consultation with the SHPO and the property owner, NCDOT agrees to lessen the audible and property impacts resulting from the Undertaking by providing funding or services for the following measures	Green Sheet	Not started
William Worley House (BN2442) - 1. Noise Abatement	a. Upon satisfactory completion of the work, NCDOT will reimburse the property owner for the costs to install central heat/AC, storm windows, and insulation based on the lowest of 3 bids provided to NCDOT by the property owner. If the property owner chooses, NCDOT will make payment directly to a third-party contractor(s).	Green Sheet	Not Started
William Worley House (BN2442) - 2. Retaining Wall	b. NCDOT will install a retaining wall, with permanent underground easements, within the property boundary along the western boundary of the property to reduce right-of-way impacts.	Green Sheet	Fulfilled
West Asheville/Aycock School Historic District (BN1839)	Historic West Asheville/Aycock School Historic District (BN1839) - After consultation with the SHPO, the principal of Aycock School, and the Asheville School District Superintendent, NCDOT agrees to lessen the property impacts resulting from the Undertaking by providing funding or services for the following measures.	Green Sheet	Not Started
West Asheville/Aycock School Historic District (BN1839) - 1. Parking	a. <u>Parking</u> - To minimize Aycock's School's loss of parking spaces, NCDOT has agreed to provide the school with new parking lots and vehicular circulation routes as shown on the plans provided to SHPO on October 7, 2019.	Green Sheet	Not Started
West Asheville/Aycock School Historic District (BN1839) - 2. Trees	b. <u>Trees</u> - NCDOT will preserve the screening trees along the west side of classrooms by erecting temporary fencing around the trees and tree protection signs, during construction.	Green Sheet	No longer a commitment
West Asheville/Aycock School Historic District (BN1839) - 3. Fencing	c. <u>Fencing</u> - NCDOT will install permanent fencing (a minimum of 6 feet in height and of the school's chosen materials) between the Greenway and the west side of the school yard.	Green Sheet	Fulfilled in design, follow through in construction

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
West Asheville/Aycock School Historic District (BN1839) - 4. Protection Measures	d. <u>Protection Measures</u> - NCDOT will protect the trees and Arrowhead monument on school grounds along Haywood Road by erecting tree protection signs and temporary fencing around the trees and monument, during construction.	Green Sheet	Fulfilled in design, follow through in construction
Great Smoky Mountain Park Bridge (Buncombe County Bridge No. 323) (BN2469 - Patton Avenue Westbound)	Great Smoky Mountain Park Bridge (Buncombe Co. Bridge No. 323 (BN2469 - Patton Ave. Westbound) - After consultation with the SHPO and the Asheville Aesthetics Advisory Committee, NCDOT agrees to remove the cantilevered sidewalk and convert the bridge to a two-lane facility with a minimum 10-foot sidewalk on the existing deck. The existing bridge rails and pedestrian lights will be replaced with designs that meet current safety standards and are congruent with the original “art modern” style of the bridge.	Green Sheet	The commitments are in 1-3 below.
Great Smoky Mountain Park Bridge (Buncombe County Bridge No. 323) (BN2469 - Patton Avenue Westbound)	1. The SHPO concurred in a letter dated June 19, 2020 that the subject undertaking will not adversely affect the bridge. Any changes to the bridge concepts after the execution of this MOA, as shown in the renderings appended to this document, shall require approval from NCDOT structure design and the SHPO.	Green Sheet	Fulfilled in design, follow through in construction
Great Smoky Mountain Park Bridge (Buncombe County Bridge No. 323) (BN2469 - Patton Avenue Westbound)	2. Any repairs to the historic substructure shall follow the Secretary of the Interior’s Standards for Rehabilitation.	Green Sheet	Fulfilled in design, follow through in construction
Great Smoky Mountain Park Bridge (Buncombe County Bridge No. 323) (BN2469 - Patton Avenue Westbound)	3. Additional streetscape enhancements such as benches, planters, ornamental lights, or flags shall require approval from NCDOT structure design and the SHPO.	Green Sheet	Post Construction Commitment

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
Unanticipated Discoveries	Unanticipated Archaeology Discoveries - In accordance with 36 CFR 800.11(a), if NCDOT identifies additional cultural resource(s) during construction, all work will be halted within the limits of the resource(s) and the FHWA and the SHPO will be contacted. The NCDOT and FHWA will initiate the appropriate agency and/or Tribal coordination required for a determination of eligibility or recovery effort. If after consultation between the Signatories and concurring parties, additional mitigation is determined necessary, the NCDOT, in consultation with the Signatories and concurring parties, will develop and implement appropriate protection/mitigation measures for the resource(s). Inadvertent or accidental discovery of human remains will be handled in accordance with North Carolina General Statutes 65 and 70.	Green Sheet	Not started
City of Asheville Coordination	The City of Asheville has requested the inclusion of bicycle and pedestrian betterments in the project design. The construction of the betterments as part of the proposed project will be dependent upon a municipal agreement between NCDOT and the City of Asheville. NCDOT will continue to coordinate with the City of Asheville on the inclusion of bicycle and pedestrian facilities.	Green Sheet	Fulfilled for B&D
City of Asheville Coordination	The City of Asheville has established an Aesthetics Committee (AC) to work in an advisory capacity to address aesthetic treatments that may be incorporated in the proposed project, dependent upon a municipal agreement between NCDOT and the City of Asheville. NCDOT will continue working with the City to ensure that the agreed upon aesthetic improvements are incorporated into the project.	Green Sheet	Fulfilled
City of Asheville Coordination	NCDOT is committed to minimizing the overall footprint of the project to the extent practicable and will continue to work with the I-26 Working Group to improve designs prior to the Design- Build procurement.	Green Sheet	Fulfilled
River User Safety	NCDOT has developed a communication plan for construction of the project, and NCDOT and its contractors will work with river users, businesses, and recreational river and civic groups to insure public notification of hazards and temporary closures during construction.	Green Sheet	Design Commitment
Hydraulics	The NCDOT Hydraulics Unit will coordinate with the NC Floodplain Mapping Program to determine the status of the project with regard to the applicability of NCDOT's Memorandum of Agreement or approval of a Conditional Letter of Map Revision (CLOMR) and subsequent final Letter of Map Revision (LOMR).	Green Sheet	In progress
Hydraulics Unit	The Division shall submit sealed as-built construction plans to the Hydraulics Unit upon completion of project construction, certifying that the drainage structures and roadway embankments that are located within 100-year floodplains were built as shown in the construction plans, both horizontally and vertically.	Green Sheet	Construction Commitment

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
Hydraulics Unit	Unless otherwise authorized, placement of culverts and other structures in waters and streams shall be placed below the elevation of the streambed by one foot for all culverts with a diameter greater than 48 inches, and 20 percent of the culvert diameter for culverts having a diameter less than 48 inches, to allow low flow passage of water and aquatic life. Design and placement of culverts and other structures including temporary erosion control measures shall not be conducted in a manner that may result in dis-equilibrium of wetlands or streambeds or banks, adjacent to or upstream and downstream of the above structures. The applicant is required to provide evidence that the equilibrium is being maintained if requested in writing by the NCDWR. If this condition is unable to be met due to bedrock or other limiting features encountered during construction, please contact the NCDWR for guidance on how to proceed and to determine whether or not a permit modification will be required.	401 Permit	In progress
Hydraulics Unit	If multiple pipes or barrels are required, they shall be designed to mimic natural stream cross section as closely as possible including pipes or barrels at flood plain elevation, floodplain benches, and/or sills may be required where appropriate. Widening the stream channel should be avoided. Stream channel widening at the inlet or outlet end of structures typically decrease water velocity causing sediment deposition that requires increased maintenance and disrupts aquatic life passage.	2023 ROD	In progress
Hydraulics Unit	An erosion and sedimentation control plan will be provided during the final design stage. Best management practices to minimize sedimentation and erosion impacts during construction shall be adhered to, in accordance with the most recent version of North Carolina Sediment and Erosion Control Planning and Design Manual and the most recent version of NCS000250.	2023 ROD	In progress
Hydraulics Unit	If concrete is used during construction, a dry work area shall be maintained to prevent direct contact between curing concrete and stream water. Water that inadvertently contacts uncured concrete shall not be discharged to surface waters due to the potential for elevated pH and possible aquatic life and fish kills. Concrete shall be handled in accordance with the NPDES Construction General Permit NCG010000.	401 Permit	Construction Commitment
Hydraulics Unit	As part of the Highway Stormwater Program, NCDOT will develop and implement numerous programs on a statewide basis to protect and promote stormwater quality impacted by NCDOT discharges. Programs will be developed to ensure compliance with the National Pollutant Discharge Elimination System (NPDES) permit. NCDOT will incorporate measures to control nonpoint source water quality impacts as described in Best Management Practices for Protection of Surface Waters (NCDOT 1997) and in NCDOT Stormwater Best Management Practices (NCDOT 2014d).	2023 ROD	Construction Commitment

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
Hydraulics Unit	Heavy equipment should be operated from the bank rather than in stream channels in order to minimize sedimentation and reduce the likelihood of introducing other pollutants into streams. This equipment shall be inspected daily and maintained to prevent contamination of surface waters from leaking fuels, lubricants, hydraulic fluids, or other toxic materials.	401 Permit	Construction Commitment
Hydraulics Unit	Riprap shall not be placed in the active thalweg channel or placed in the streambed in a manner that precludes aquatic life passage. Bioengineering boulders or structures should be properly designed, sized and installed.	2023 ROD	Construction Commitment
Hydraulics Unit	Plans and specifications for the construction, expansion, or alternation of a public water system must be approved by the Division of Water Resources/Public Water Supply Section prior to the award of a contract or the initiation of construction as per 15A NCAC 18C. 0300 et. seq., Plans and specifications should be submitted to 1634 Mail Service Center Raleigh, North Carolina 27699-1634. All public water supply systems must comply with state and federal drinking water monitoring requirements.	2023 ROD	Pending
Hydraulics Unit	If existing water lines will be relocated during construction, plans for the water line relocation must be submitted to the Division of Water Resources/Public Water Supply Section at 1634 Mail Service Center Raleigh, North Carolina 27699-1634.	2023 ROD	Pending
Traffic Management Unit: Congestion Management	NCDOT has secured a preliminary safety, operational, and engineering acceptability determination by the FHWA-Headquarters office. An Interstate Access Report (IAR) was submitted to the Federal Highway Administration (FHWA) on September 21, 2021. Final approval will be given after the ROD is signed given the selected alternative is consistent with the IAR.	Green Sheet	To be fulfilled
ECAP	Riparian vegetation (native trees and shrubs) shall be preserved to the maximum extent possible. Riparian vegetation must be reestablished within the construction limits of the project by the end of the growing season following completion of construction.	2023 ROD	Design Commitment
ECAP	NCDOT will manage invasive plant species on the Department's right-of-way, as appropriate.		Construction Commitment

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
ECAP	If Temporary access roads or detours are constructed, the site shall be graded to its preconstruction contours and elevations. Disturbed areas shall be seeded or mulched to stabilize the soil and appropriate native woody species shall be planted. When using temporary structures, the area shall be cleared but not grubbed. Clearing the area with chainsaws, movers, bush-hogs, or other mechanized equipment and leaving the stumps and root mat intact allows the area to re-vegetate naturally and minimizes soil disturbance.	2023 ROD	Not started
Geotechnical Engineering Unit: Solid Waste	Materials During Construction - every feasible effort will be made to minimize the generation of waste, to recycle materials for which viable markets exist, and to use recycled products and materials in the development of the project where suitable.	2023 ROD	Not started
Geotechnical Engineering Unit: Solid Waste	Any wastes generated by this project that cannot be beneficially reused or recycled must also be disposed of at a solid waste management facility approved to manage the respective waste type. The Section strongly recommends that any contractors are required to provide proof of proper disposal for all waste generated as part of the project.	2023 ROD	Not started
Geotechnical Engineering Unit: Solid Waste	Any hazardous waste generated from the demolition, contraction, operation, maintenance, and/or remediation (e.g. excavated soil) from the proposed project must be managed in accordance with the North Carolina Hazardous Waste Rules. The demolition, construction, operation, maintenance and remediation activities conducted will most likely generate a solid waste, and a determination must be made whether it is a hazardous waste. If a project site generates more than 220 pounds of hazardous waste in a calendar month, the HWS must be notified, and the site must comply with the small amount quantity generator (SQG) requirements. If a project site generates more than 2200 pounds of hazardous waste in a calendar month, the HWS must be notified and the facility must comply with the large quantity generator (LQG) requirements.	2023 ROD	Not started
Geotechnical Engineering Unit: Solid Waste	Notification of the proper regional office is requested if “orphan” underground storage tanks (USTS) are discovered during any excavation operation.	2023 ROD	Not started
Geotechnical Engineering Unit: Hazardous Materials	As part of the work plan, an environmental professional will be present during construction to screen for potentially hazardous conditions and to assess excavated materials for proper handling.	Green Sheet	Not started

I-2513 B& D Project Commitments March 2026

Topic	Commitment	Source	Status
Geotechnical Engineering Unit: Hazardous Materials	The Asheville Regional Office (ARO) UST Section recommends removal of any abandoned or out-of-use petroleum USTs or Petroleum ASTs within the project area. The UST Section should be contacted regarding use of any proposed or on-site petroleum USTs or ASTs. We may be reached at (828) 296-4500.	2023 ROD	Not started
Geotechnical Engineering Unit: Hazardous Materials	Any petroleum USTs or ASTs must be installed and maintained in accordance with applicable local, state, and federal regulations. For additional information on petroleum ASTs it is advisable that the North Carolina Department of Insurance at (919)661-5880 ext. 239, USEPA (404) 562- 8761, local fire department and Local Building Inspectors be contacted.	2023 ROD	Not started
Geotechnical Engineering Unit: Hazardous Materials	Any petroleum spills must be contained, and the area of impact must be properly restored. Petroleum spills of significant quantity must be reported to the North Carolina Department of Environmental Quality(NCDEQ) – Division of Waste Management (DWM) UST Section in the ARO.	2023 ROD	Not started
Geotechnical Engineering Unit: Hazardous Materials	Any soils excavated during demolition or construction that show evidence of petroleum contamination, such as stained soil, odors, or free product must be reported immediately to the local Fire Marshall to determine whether explosive or inhalation hazards exist. Also, notify the UST Section of the ARO. Petroleum contaminated soils must be handled in accordance with all applicable regulations.	2023 ROD	Not started
Geotechnical Engineering Unit: Hazardous Materials	Generators are required to determine their generator status and both SQGs & LQGs are required to obtain a site EPA Identification number for the generation of hazardous waste.	2023 ROD	Not started
Geotechnical Engineering Unit: Hazardous Materials	Abandonment of any wells, if required must be in accordance with Title 15A. Subchapter 2C.0100.	2023 ROD	Not started
NLEB Avoidance and Minimization Measures— Lighting	When installing new or replacing existing permanent lights, use downward facing, full cut-off lens lights (with same intensity or less for replacement lighting); or for those transportation agencies using the BUG system developed by the Illuminating Engineering Society, be as close to 0 for all three ratings with a priority of "uplight" of 0 and "backlight" as low as practicable.	-	N/A
NLEB Avoidance and Minimization Measures— Tree Removal	Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits).	-	N/A

I-2513 B& D Project Commitments March 2026

Topic	Commitment	Source	Status
NLEB Avoidance and Minimization Measures—General	Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs.	-	N/A
NLEB Avoidance and Minimization Measures—Hibernacula	For projects located within karst areas, on-site personnel will use best management practices, secondary containment measures, or other standard spill prevention and countermeasures to avoid impacts to possible hibernacula. Where practicable, a 300 foot buffer will be employed to separate fueling areas and other major containment risk activities from caves, sinkholes, losing streams, and springs in karst topography.	-	N/A
NLEB Avoidance and Minimization Measures—Tree Removal	Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal.	-	N/A
NLEB Avoidance and Minimization Measures—Lighting	Direct temporary lighting away from suitable habitat during the active season.	-	N/A
Special Conditions from 401 Water Quality Certification	The NCDOT Division Environmental Officer or Environmental Assistant will conduct a pre-construction meeting with all appropriate staff to ensure that the project supervisor and essential staff understand the potential issues with stream and pipe alignment at the permitted site. NCDWR staff shall be invited to the pre-construction meeting. [15A NCAC 02H.0506(b)(2) and (b)(3)]	Green Sheet, 401 Permit	Not Started
Special Conditions from 401 Water Quality Certification	Compensatory mitigation for 1.11 acres of wetland is required. We understand that you have chosen to perform compensatory mitigation for impacts to streams and wetlands through the North Carolina Division of Mitigation Service (DMS) (formerly NCEEP), and that the DMS has agreed to implement the mitigation for the project. The DMS has indicated in letters dated August 15, 2023, that they will assume responsibility for satisfying the federal Clean Water Act compensatory mitigation requirements for the above-referenced project, in accordance with the DMS Mitigation Banking Instrument signed July 28, 2010. [15A NCAC 02H .0506 (c)]	Green Sheet, 401 Permit	To be fulfilled
Special Conditions from 401 Water Quality Certification	The Permittee shall comply with all applicable measures for Appalachian Elktoe detailed under the Project Commitments in the Record of Decision dated May 2023. [15A NCAC 02B .0211(1)]	Green Sheet, 401 Permit	In progress

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
Special Conditions from 401 Water Quality Certification	Bridge deck drains shall not discharge directly into the stream. Stormwater shall be directed across the bridge and pre-treated through site-appropriate means (grassed swales, pre-formed scour holes, vegetated buffers, etc.) before entering the stream. To meet the requirements of NCDOT's NPDES permit NCS000250, please refer to the most recent version of the North Carolina Department of Transportation Stormwater Best Management Practices Toolbox manual for approved measures. [15A NCAC 02H .0506(b)(2)]	Green Sheet, 401 Permit	Design Commitment
Special Conditions from 401 Water Quality Certification	As a condition of this 401 Water Quality Certification, the bridge demolition and construction must be accomplished in strict compliance with the most recent version of NCDOT's Best Management Practices for Construction and Maintenance Activities. [15A NCAC02H .0506(b)(2)]	Green Sheet, 401 Permit	Construction Commitment
Special Conditions from 401 Water Quality Certification	If multiple pipes or barrels are required, they shall be designed to mimic natural stream cross section as closely as possible including pipes or barrels at flood plain elevation and/or sills where appropriate. Widening the stream channel should be avoided. Stream channel widening at the inlet or outlet end of structures typically decreases water velocity causing sediment deposition that requires increased maintenance and disrupts aquatic life passage. [15A NCAC 02H.0506(b)(2)]	Green Sheet, 401 Permit	Fulfilled
Special Conditions from 401 Water Quality Certification	When final design plans are completed for 1-2513 Sections B, C, and D, a modification to the 401 Water Quality Certification shall be submitted to the NC Division of Water Resources. Final designs shall reflect all appropriate avoidance, minimization, and mitigation for impacts to wetlands, streams, and other surface waters. No construction activities that impact any wetlands, streams, or surface waters located in 1-2513 Sections B, C, and D shall begin until after the permittee applies for, and receives a written modification of the 401 Water Quality Certification from the NC Division of Water Resources.	Green Sheet, 401 Permit	Design Commitment
General Conditions from 401 Water Quality Certification	During the construction of the project, no staging of equipment of any kind is permitted in waters of the U.S. or protected riparian buffers. [15 A NCAC 02H.0506(b)(2)]	401 Permit	Construction Commitment
General Conditions from 401 Water Quality Certification	The dimension, pattern, and profile of the stream above and below the crossing shall not be modified. Disturbed floodplains and streams shall be restored to natural geomorphic conditions. [15A NCAC 02H.0506(b)(2)]	401 Permit	In progress

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
General Conditions from 401 Water Quality Certification	The use of rip-rap above Normal High Water Mark shall be minimized. Any rip-rap placed for stream stabilization shall be placed in stream channels in such a manner that it does not impede aquatic life passage [15A NCAC 02H.0506(b)(2)]	401 Permit	In progress
General Conditions from 401 Water Quality Certification	The Permittee shall ensure that the final design drawings adhere to the permit and to the permit drawings submitted for approval. [15A NCAC 02H .0507 (c) and 15A NCAC 02H .0506 (b)(2) and (c)(2)]	401 Permit	Design Commitment
General Conditions from 401 Water Quality Certification	All work in or adjacent to stream waters shall be conducted in a dry work area. Approved BMP measures from the most current version of NCDOT Construction and Maintenance Activities manual such as sandbags, rock berms, cofferdams and other diversion structures shall be used to prevent excavation in flowing water. [15A NCAC 02H.0506(b)(3) and (c)(3)]	401 Permit	Construction Commitment
General Conditions from 401 Water Quality Certification	All mechanized equipment operated near surface waters must be regularly inspected and maintained to prevent contamination of stream waters from fuels, lubricants, hydraulic fluids, or other toxic materials. [15A NCAC 02H.0506(b)(3)]	401 Permit	Construction Commitment
General Conditions from 401 Water Quality Certification	No rock, sand or other materials shall be dredged from the stream channel except where authorized by this certification. [15A NCAC 02H.0506(b)(3)]	401 Permit	Construction Commitment
General Conditions from 401 Water Quality Certification	Discharging hydroseed mixtures and washing out hydro seeders and other equipment in or adjacent to surface waters in prohibited. [15A NCAC 02H.0506(b)(3)]	401 Permit	Construction Commitment
General Conditions from 401 Water Quality Certification	The permittee and its authorized agents shall conduct its activities in a manner consistent with State water quality standards (including any requirements resulting from compliance with 303(d) of the Clean Water Act) and any other appropriate requirements of State and Federal law. if the NCDWR determines that such standards or laws are not being met (including the failure to sustain an designated or achieved use) or the State or federal law is being violated, ot that further conditions are necessary to assure compliance, the NCDWR may reevaluate and modify this certification [15A NCAC 02B.0200]	401 Permit	Construction Commitment

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
General Conditions from 401 Water Quality Certification	All fill slopes located in jurisdictional wetlands shall be placed at slopes no flatter than 3:1, unless otherwise authorized by this certification. [15A NCAC 02H.0506(b)(2)]	401 Permit	In progress
General Conditions from 401 Water Quality Certification	A copy of this Water Quality Certification shall be maintained on the construction site at all times. In addition, the Water Quality Certification and all subsequent modifications, if any, shall be maintained with the on-site project manager. [15A NCAC 02H.0507(c) and a5A NCAC 02H .0506 (b)(2) and (C)(2)]	401 Permit	Construction Commitment
General Conditions from 401 Water Quality Certification	The outside buffer, wetland or water boundary located within the construction corridor approved by this authorization shall be clearly marked by highly visible fencing prior to any land disturbing activities. Impacts to areas within the fencing are prohibited unless otherwise authorized by this certification. [15A NCAC 02H.0501 and .0502]	401 Permit	Construction Commitment
General Conditions from 401 Water Quality Certification	The issuance of this certification does not exempt the Permittee from complying with any and all statutes, rules, regulations, or ordinances that may be imposed by other government agencies (i.e. local, state, and federal) having jurisdiction, including but not limited to applicable buffer rules, stormwater management rules, soil erosion and sedimentation control requirements, etc.	401 Permit	Design Commitment
General Conditions from 401 Water Quality Certification	The Permittee shall report any violations of this verification to the Division of Water Resources within 24 hours of discovery. [15A NCAC 02B.0506(b)(2)]	401 Permit	Construction Commitment
General Conditions from 401 Water Quality Certification	Upon completion of the project (including any impacts at associated borrow or waste sites), the Permittee shall complete and return the enclosed "Certification of Completion Form" to notify the NCDWR when all work included in the 401 Certification has been completed. [15A NCAC 02H.0502(f)]	401 Permit	Construction Commitment
General Conditions from 401 Water Quality Certification	Native riparian vegetation must be reestablished in the riparian areas within the construction limits of the project by the end of the growing season following completion of construction. [15A NCAC 02B.0506(b)(2)]	401 Permit	Construction Commitment
General Conditions from 401 Water Quality Certification	There shall be no excavation from, or waste disposal into, jurisdictional wetlands or waters associated with this permit without appropriate modification. Should waste or borrow sites, or access roads to waste or borrow sites, be located in wetlands or streams, compensatory mitigation will be required since that is a direct impact from road construction activities. [15A NCAC 02H.0506(b)(3) and (c)(3)]	401 Permit	Construction Commitment

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
General Conditions from 401 Water Quality Certification	Erosion and sediment control practices must be in full compliance with all specifications governing the proper design, installation and operation and maintenance of such Best Management Practices in order to protect surface waters standards [15A NCAC 02H.0506(b)(3) and (c)(3)]: a. The erosion and sediment control measures for the project must be designed, installed, operated, and maintained in accordance with the most recent version of the <i>North Carolina Sediment and Erosion Control Planning and Design Manual</i> . B. The design, installation, operation, and maintenance of the sediment and erosion control measures must be such that they equal, or exceed, the requirements specified in the most recent version of the <i>North Carolina Sediment and Erosion Control Manual</i> . The devices shall be maintained on all construction sites, borrow sites, and waste pile (spoil) projects, including contractor-owned or leased borrow pits associated with the project. C. For borrow pit sites, the erosion and sediment control measures must be designed, installed, operated, and maintained in accordance with the most recent version of the <i>North Carolina Surface Mining Manual</i> . D. The reclamation measures and implementation must comply with the reclamation in accordance with the requirements of the Sedimentation pollution Control Act.	401 Permit	Construction Commitment
General Conditions from 401 Water Quality Certification	Sediment and erosion control measures shall not be placed in wetlands or waters unless otherwise approved by this Certification. [15A NCAC 02H.0506(b)(3) and ©(3)]	401 Permit	Construction Commitment
General Conditions from the Individual 404 Permit	The time limit for completing the work authorized ends on December 32, 2034. If you find that you need more time to complete the authorized activity, submit your request for a time extension to this office for consideration at least one month before the above date is reached	404 Permit	Construction Commitment
General Conditions from the Individual 404 Permit	You must maintain the activity authorized by this permit in good condition and in conformance with the terms and conditions of this permit. You are not relieved of this requirement if you abandon the permitted activity, although you may make a good faith transfer to a third party in compliance with General Condition 4 below. Should you wish to cease to maintain the authorized activity or should you desire to abandon it without a good faith transfer, you must obtain a modification of this permit from this office, which may require restoration of the area.	404 Permit	Construction Commitment

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
General Conditions from the Individual 404 Permit	If you discover any previously unknown historic or archaeological remains while accomplishing the activity authorized by this permit, you must immediately notify this office of what you have found. We will initiate the Federal and state coordination required to determine if the remains warrant a recovery effort or if the site is eligible for listing in the National Register of Historic Places	404 Permit	Construction Commitment
General Conditions from the Individual 404 Permit	If you sell property associated with this permit, you must obtain the signature of the new owner in the space provided and forward a copy of the permit to this office to validate the transfer of this authorization	404 Permit	Not started
General Conditions from the Individual 404 Permit	If a conditioned water quality certification has been issued for your project, you must comply with the conditions specified in the certification as special conditions to this permit. For your convenience, a copy of the certification is attached if it contains such conditions	404 Permit	Construction Commitment
General Conditions from the Individual 404 Permit	You must allow representatives from this office to inspect the authorized activity at any time deemed necessary to ensure that it is being or has been accomplished in accordance with the terms and conditions of your permit	404 Permit	Construction Commitment
Special Conditions from the Individual 404 Permit: Work Limits	1) The entire 7 mile project is identified as STIP I-2513. This permit only authorizes work on Sections I-2513 AA, AB, and AC of STIP I-2513, also known as "Phase 1" for permitting purposes. Construction on the remaining sections/phases of the I-2513 project (i.e., Sections I-2513 B, I-2513 C, and I-2513 D) shall not commence until: (a) final design for those sections/phases has been completed and submitted to the U.S. Army Corps of Engineers (Corps); (b) the Permittee has minimized impacts to waters and wetlands to the maximum extent practicable for those sections/phases and the Corps concurs with this assessment through standard Merger 4B and 4C meetings; (c) any modification(s) to the permit plans for those sections/phases have been approved by the Corps in writing; (d) NCDOT submits final versions of the Bridge Construction and Demolition Plan, River User Safety Plan, and Strategic Communication Plan that adequately address the Corps' Public Interest Review Factors (to include recreation, safety, navigation, and flood hazards); and (e) a final compensatory mitigation plan for those sections/phases has been submitted by the Permittee and approved by the Corps.	Green Sheet, 404 Permit	In progress

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
Special Conditions from the Individual 404 Permit: Work Limits	<p>All work authorized by this permit shall be performed in strict compliance with the following: The description of work in the revised application dated August 17, 2023. All information submitted in response to the Corps' requests for additional information. All final environmental commitments that NCDOT has agreed to, to include (but not limited to) the Biological Opinion (BO) and the Amended BO and Conference Opinion (special condition #14 of this permit), and the Section 106 Memorandum of Agreement (special condition #15 of this permit). The attached permit plans titled (1) "I-2513AA/AB", Permit Drawings Sheets 1- 26, and (2) "I-2513AC", Permit Drawings Sheets 1-36.</p> <p>The Permittee shall ensure that the construction design plans for this project do not deviate from the approved permit plans referenced above. Any modification to the approved permit plans must be approved by the U.S. Army Corps of Engineers prior to any active construction in waters or wetlands.</p>	Green Sheet, 404 Permit	Construction Commitment
Special Conditions from the Individual 404 Permit: Work Limits	<p>Unauthorized Dredge and/or Fill: Except as authorized by this permit or any U.S. Army Corps of Engineers approved modification to this permit, no excavation, fill, or mechanized land-clearing activities shall take place at any time in the construction or maintenance of this project, within waters or wetlands, nor shall any activities take place that cause the degradation of waters or wetlands. There shall be no excavation from, waste disposal into, or degradation of, jurisdictional wetlands or waters associated with this permit without appropriate modification of this permit, including appropriate compensatory mitigation. This prohibition applies to all borrow and waste activities connected with this project.</p>	Green Sheet, 404 Permit	Construction Commitment
Special Conditions from the Individual 404 Permit: Work Limits	<p>Maintain Flows and Circulation Patterns of Waters: Except as specified in the approved permit plans referenced above, no excavation, fill or mechanized land- clearing activities shall take place at any time in the construction or maintenance of this project in such a manner as to impair normal flows and circulation patterns within, into, or out of waters or wetlands, or to reduce the reach of waters or wetlands.</p>	Green Sheet, 404 Permit	Construction Commitment
Special Conditions from the Individual 404 Permit: Work Limits	<p>Permit Distribution: The Permittee shall require its contractors and/or agents to comply with the terms and conditions of this permit in the construction and maintenance of this project, and shall provide each of its contractors and/or agents associated with the construction or maintenance of this project with a copy of this permit. A copy of this permit, including all conditions, drawings and attachments shall be available at the project site during the construction and maintenance of this project.</p>	Green Sheet, 404 Permit	Not started

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
Special Conditions from the Individual 404 Permit: Notifications	Pre-Construction Meeting: The Permittee shall schedule a pre-construction meeting between their representatives, the contractor, and the U.S. Army Corps of Engineers (Corps), Wilmington District, NCDOT Regulatory Project Manager for Division 13, prior to conducting any work in jurisdictional waters of the U.S. to ensure that there is a mutual understanding of all terms and conditions contained in this Department of the Army permit. To schedule this preconstruction meeting, the Permittee shall poll, at least two weeks ahead of any proposed meeting date, the representatives from the Corps and the North Carolina Division of Water Resources as to their availability; this poll shall include multiple potential dates and times for the preconstruction meeting. If other special conditions of this permit require other agency representatives (e.g., U.S. Fish and Wildlife Service, North Carolina Wildlife Resources Commission, etc.) to be invited to the preconstruction meeting, NCDOT shall include those agency representatives in the poll and shall schedule the meeting when all required agency representatives can attend the meeting. To determine if other agency representatives must be included in the poll for the preconstruction meeting, NCDOT shall review all other special conditions of the permit, to include all referenced documents, letters, correspondence, etc. The Permittee shall provide the Corps and all other required agency representatives with a copy of the final permit plans (if different than the approved permit plans referenced above) at least two weeks prior to the preconstruction meeting along with a description of any changes that have been made to the project’s design, construction methodology or construction timeframe.	Green Sheet, 404 Permit	Not started
Special Conditions from the Individual 404 Permit: Notifications	Notification of Construction Commencement and Completion: The Permittee shall advise the U.S. Army Corps of Engineers in writing at least two (2) weeks prior to beginning the work authorized by this permit and again upon completion of the work authorized by this permit.	Green Sheet, 404 Permit	Not started
Special Conditions from the Individual 404 Permit: Notifications	Reporting Address: All reports, documentation, and correspondence required by the conditions of this permit shall be submitted to the following: U.S. Army Corps of Engineers, Wilmington District Asheville Regulatory Field Office, Attn: Lori Beckwith, 151 Patton Ave., Room 208, Asheville, NC 28801-5006, or by email to loretta.a.beckwith@usace.army.mil . The Permittee shall reference the following permit number on all submittals: SAW-2004-9986803, STIP Project No. I-2513.	Green Sheet, 404 Permit	Construction Commitment

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
Special Conditions from the Individual 404 Permit: Notifications	Reporting Violations: Violation of these permit conditions or violation of Section 404 of the Clean Water Act shall be reported to the U.S. Army Corps of Engineers by email to loretta.a.beckwith@usace.army.mil and by telephone at 828-230-0483, or 828-271- 7980 (Asheville Office general number), within 24 hours of the Permittee’s discovery of the violation.	Green Sheet, 404 Permit	Construction Commitment
Special Conditions from the Individual 404 Permit: Notifications	Permit Revocation: The Permittee, upon receipt of a notice of revocation of this permit or upon its expiration before completion of the work will, without expense to the United States and in such time and manner as the Secretary of the Army or his authorized representative may direct, restore the water or wetland to its pre-project condition.	Green Sheet, 404 Permit	Construction Commitment
Special Conditions from the Individual 404 Permit: Related Laws	Clean Fill: The Permittee shall use only clean fill material for this project. The fill material shall be free from items such as trash, construction debris, metal and plastic products, and concrete block with exposed reinforcement bars. Soils used for fill shall not be contaminated with any toxic substance in concentrations governed by Section 307 of the Clean Water Act. Unless otherwise authorized by this permit, all fill material placed in waters or wetlands shall be generated from an upland source.	Green Sheet, 404 Permit	Construction Commitment
Special Conditions from the Individual 404 Permit: Related Laws	Water Contamination: All mechanized equipment shall be regularly inspected and maintained to prevent contamination of waters and wetlands from fuels, lubricants, hydraulic fluids, or other toxic materials. In the event of a spill of petroleum products or any other hazardous waste, the Permittee shall immediately report it to the North Carolina Division of Water Resources at (919) 733-3300 or (800) 858-0368 and provisions of the North Carolina Oil Pollution and Hazardous Substances Control Act shall be followed.	Green Sheet, 404 Permit	Construction Commitment
Special Conditions from the Individual 404 Permit: Related Laws	Endangered Species Act: The Permittee shall implement all necessary measures to ensure the authorized activity does not kill, injure, capture, harass, or otherwise harm any federally-listed threatened or endangered species. While accomplishing the authorized work, if the Permittee discovers or observes an injured or dead threatened or endangered species, the Permittee shall immediately notify the U.S. Army Corps of Engineers, Wilmington District, Asheville Field Office, Attn: Lori Beckwith (Corps Project Manager for NCDOT Division 13) at loretta.a.beckwith@usace.army.mil or by telephone at 828-230-0483, or 828-271-7980 (Asheville Office general number), so that the required Federal coordination can occur.	Green Sheet, 404 Permit	Construction Commitment

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
Special Conditions from the Individual 404 Permit: Related Laws	<p>Endangered Species Act consultation: This Department of the Army permit does not authorize you to take a federally listed species. In order to legally take a federally listed species, you must have separate authorization under the Endangered Species Act (ESA) (e.g., an ESA Section 10 permit, or a Biological Opinion (BO) under ESA Section 7, with “incidental take” provisions with which you must comply). The U.S. Fish and Wildlife Service’s (USFWS’s) BO for this project titled, “Biological Opinion I-26 Connector from I-40 to US 19/23/70 North of Asheville Buncombe County, Asheville, North Carolina FWS Log # 02-252”, dated June 19, 2020, was amended on December 14, 2023 by a document titled, “Biological Opinion and Conference Opinion Addendum to the June 19, 2020 Biological Opinion for I-26 Connector from I-40 to US 19/23/70 North of Asheville, Buncombe County, North Carolina Service Log #02-252 NCDOT STIP I-2513”; these documents contain mandatory terms and conditions to implement the reasonable and prudent measures that are associated with incidental take for the species specified in these documents. Your authorization under this permit is conditional upon your compliance with all of the mandatory terms and conditions associated with incidental take of these documents. Failure to comply with the terms and conditions associated with incidental take detailed in these documents, where a take of a federally listed species occurs, would constitute an unauthorized take, and it would also constitute non-compliance with your permit. The USFWS is the appropriate authority to determine compliance with the terms and conditions of these documents/its Opinion(s), and with the ESA. These documents are attached to the permit for this project.</p>	Green Sheet, 404 Permit	Construction Commitment
Special Conditions from the Individual 404 Permit: Related Laws	<p>National Historic Preservation Act: NCDOT shall abide by all stipulations identified in the executed Memorandum of Agreement titled, “MEMORANDUM OF AGREEMENT AMONG THE FEDERAL HIGHWAY ADMINISTRATION, the NORTH CAROLINA DEPARTMENT OF TRANSPORTATION, and the NORTH CAROLINA STATE HISTORIC PRESERVATION OFFICE PURSUANT TO 36 CFR 800.6 regarding the I-26 CONNECTOR BUNCOMBE COUNTY, NORTH CAROLINA NCDOT TIP No. I-2513 FA No. MANHF-26-1(53). This MOA is attached to the permit for this project.</p>	Green Sheet, 404 Permit	In progress
Special Conditions from the Individual 404 Permit: Aquatic Life/Culverts	<p>Prohibitions on Concrete: The Permittee shall take all measures necessary to prevent live or fresh concrete, including bags of uncured concrete, from coming into contact with any water in or entering into waters of the United States. Water inside coffer dams or casings that has been in contact with concrete shall only be returned to waters of the United States when it no longer poses a threat to aquatic organisms (concrete is set and cured).</p>	Green Sheet, 404 Permit	Construction Commitment

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
Special Conditions from the Individual 404 Permit: Aquatic Life/Culverts	Aquatic Life Movement: No activity may substantially disrupt the necessary life cycle movements of those species of aquatic life indigenous to the waterbody, including those species that normally migrate through the area. All discharges of dredged or fill material within waters of the United States shall be designed and constructed to maintain low flows to sustain the movement of aquatic species.	Green Sheet, 404 Permit	Construction Commitment
Special Conditions from the Individual 404 Permit: Aquatic Life/Culverts	Unless otherwise requested in the application and depicted on the approved permit plans, culverts greater than 48 inches in diameter shall be buried at least one foot below the bed of the stream. Culverts 48 inches in diameter and less shall be buried or placed on the stream bed as practicable and appropriate to maintain aquatic passage, and every effort shall be made to maintain existing channel slope. The bottom of the culvert shall be placed at a depth below the natural stream bottom to provide for passage during drought or low flow conditions. Culverts shall be designed and constructed in a manner that minimizes destabilization and head cutting.	Green Sheet, 404 Permit	In progress
Special Conditions from the Individual 404 Permit: Aquatic Life/Culverts	Measures shall be included in the construction/installation of culverts that will promote the safe passage of fish and other aquatic organisms. The dimension, pattern, and profile of the stream above and below a pipe or culvert shall not be modified by widening the stream channel or by reducing the depth of the stream in connection with the construction activity. The width, height, and gradient of a proposed opening shall be such as to pass the average historical low flow and spring flow without adversely altering flow velocity. Spring flow should be determined from gauge data, if available. In the absence of such data, bank full flow can be used as a comparable level.	Green Sheet, 404 Permit	In progress
Special Conditions from the Individual 404 Permit: Sediment and Erosion Control	During the clearing phase of the project, heavy equipment shall not be operated in surface waters or stream channels. Temporary stream crossings will be used to access the opposite sides of stream channels. All temporary diversion channels and stream crossings will be constructed of non-erodible materials. Grubbing of riparian vegetation will not occur until immediately before construction begins on a given segment of stream channel.	Green Sheet, 404 Permit	Construction Commitment
Special Conditions from the Individual 404 Permit: Sediment and Erosion Control	No fill or excavation impacts for the purposes of sedimentation and erosion control shall occur within jurisdictional waters, including wetlands, unless the impacts are included on the approved plan drawings and specifically authorized by this permit. This includes, but is not limited to, sediment control fences and other barriers intended to catch sediment losses.	Green Sheet, 404 Permit	Construction Commitment

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
Special Conditions from the Individual 404 Permit: Sediment and Erosion Control	The Permittee shall use appropriate sediment and erosion control practices which equal or exceed those outlined in the most recent version of the “North Carolina Sediment and Erosion Control Planning and Design Manual” to ensure compliance with the appropriate turbidity water quality standard. Erosion and sediment control practices shall be in full compliance with all specifications governing the proper design, installation and operation and maintenance of such Best Management Practices in order to ensure compliance with the appropriate turbidity water quality standards. This shall include, but is not limited to, the immediate installation of silt fencing or similar appropriate devices around all areas subject to soil disturbance or the movement of earthen fill, and the immediate stabilization of all disturbed areas. Additionally, the project shall remain in full compliance with all aspects of the Sedimentation Pollution Control Act of 1973 (North Carolina General Statutes Chapter 113A, Article 4). Adequate sedimentation and erosion control measures shall be implemented prior to any ground disturbing activities to minimize impacts to downstream aquatic resources. These measures shall be inspected and maintained regularly, especially following rainfall events. All fill material shall be adequately stabilized at the earliest practicable date to prevent sediment from entering into adjacent waters or wetlands.	Green Sheet, 404 Permit	Construction Commitment
Special Conditions from the Individual 404 Permit: Sediment and Erosion Control	The Permittee shall implement all reasonable and practicable measures to ensure that equipment, structures, work, and operations associated with this project do not adversely affect upstream and/or downstream reaches. Adverse effects include, but are not limited to, channel instability, flooding, and/or stream bank erosion. The Permittee shall routinely monitor for these effects, cease all work when detected, take initial corrective measures to correct actively eroding areas, and notify this office immediately. Permanent corrective measures may require additional authorization by the U.S. Army Corps of Engineers.	Green Sheet, 404 Permit	Construction Commitment
Special Conditions from the Individual 404 Permit: Sediment and Erosion Control	The Permittee shall ensure that all excavation and/or construction areas in regulated waters, to include wetlands, are temporarily dewatered during work.	Green Sheet, 404 Permit	Construction Commitment
Special Conditions from the Individual 404 Permit: Sediment and Erosion Control	Temporary Fills: Within thirty (30) days of the date of completing the authorized work, the Permittee shall remove all temporary fills in waters of the United States and restore the affected areas to pre-construction contours and elevations. The affected areas shall be re-vegetated with native, non-invasive vegetation as necessary to minimize erosion and ensure site stability.	Green Sheet, 404 Permit	Construction Commitment

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
Special Conditions from the Individual 404 Permit: Borrow and Waste	<p>To ensure that all borrow and waste activities occur on high ground and do not result in the degradation of adjacent waters and wetlands, except as authorized by this permit, the Permittee shall require its contractors and/or agents to identify all areas to be used as borrow and/or waste sites associated with this project. The Permittee shall provide the U.S. Army Corps of Engineers with appropriate maps indicating the locations of proposed borrow and/or waste sites as soon as such information is available. The Permittee shall submit to the Corps site-specific information needed to ensure that borrow and/or waste sites comply with all applicable Federal requirements, to include compliance with the Endangered Species Act and the National Historic Preservation Act, such as surveys or correspondence with agencies (e.g., the U.S. Fish and Wildlife Service, the North Carolina Historic Preservation Office, etc.). The required information shall also include the location of all aquatic features, if any, out to a distance of 400 feet beyond the nearest boundary of the site. The Permittee shall not approve any borrow and/or waste sites before receiving written confirmation from the Corps that the proposed site meets all Federal requirements, whether or not waters of the U.S., including wetlands, are located in the proposed borrow and/or waste site. All delineations of aquatic sites on borrow and/or waste sites shall be verified by the U.S. Army Corps of Engineers and shown on the approved reclamation plans. The Permittee shall ensure that all borrow and/or waste sites comply with Special Condition #3 of this permit. Additionally, the Permittee shall produce and maintain documentation of all borrow and waste sites associated with this project. This documentation will include data regarding soils, vegetation, hydrology, any delineation(s) of aquatic sites, and any jurisdictional determinations made by the Corps to clearly demonstrate compliance with Special Condition #3. All information will be available to the U.S. Army Corps of Engineers upon request. The Permittee shall require its contractors to complete and execute reclamation plans for each borrow and/or waste site and provide written documentation that the reclamation plans have been implemented and all work is completed. This documentation will be provided to the U.S. Army Corps of Engineers within 30 days of the completion of the reclamation work.</p>	Green Sheet, 404 Permit	Construction Commitment
Special Conditions from the Individual 404 Permit: Compensatory Mitigation	<p>In order to compensate for impacts associated with this permit, mitigation shall be provided in accordance with the provisions outlined on the most recent version of the attached Compensatory Mitigation Responsibility Transfer Form. The requirements of this form, including any special conditions listed on this form, are hereby incorporated as special conditions of this permit.</p>	Green Sheet, 404 Permit	Design Commitment

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
<p>Conservation Measures to Benefit Protected Species (Causeways- French Broad River, Hominy Creek, and Smith Mill Creek)</p>	<p>Causeways will not restrict more than 50% of the existing channel width of the French Broad River, Hominy Creek, and Smith Mill Creek. Potential additional restrictions of the channel may be necessary for short durations, and these additional restrictions will be coordinated with U.S. Army Corps of Engineers and Service prior to permitting. The updated 2.3.4.2 Causeways – French Broad River, Hominy Creek, and Smith Mill Creek states: • Causeways will not restrict more than 50% of the river or stream flow of the French Broad River, Hominy Creek, and Smith Mill Creek. Potential additional restrictions of the channel may be necessary for short durations, and these additional restrictions will be coordinated with USACE and USFWS prior to permitting.</p>	<p>2023 Addendum BO</p>	<p>In progress</p>
<p>Conservation Measures to Benefit Bats (Timing of Construction)</p>	<p>Original Measure: NCDOT will monitor bat activity at the [Hill Street] culvert before, during, and after construction. Acoustic monitoring and/or emergence surveys will be conducted between March and November. Update: Based on recent data, the Service, North Carolina Wildlife Resources Commission (NCWRC), and NCDOT decided the best approach to monitoring the culvert would be through a combination of daytime visual surveys within the culvert and acoustic surveys. Visual surveys will be conducted two times per year during the active season (pre- and post-volancy) before, during, and after construction. If visual surveys discover large numbers of roosting bats, counts will switch to emergence surveys. Acoustic monitoring should occur throughout the active season (March 1 – November 15) at the culvert before, during, and post construction with detectors placed at the inlet and outlet. NCDOT will coordinate these monitoring efforts, including the preferred points of ingress and egress, ahead of time with the Service and NCWRC.</p>	<p>2023 Addendum BO</p>	<p>In progress</p>
<p>Conservation Measures to Benefit Bats (Monitoring for MYGR Return and Activity)</p>	<p>Original Measure: NCDOT will conduct acoustic monitoring (or emergence counts, as appropriate) for MYGR at some locations immediately before, during and up to two years after construction. This monitoring may help determine changes in bat activity due to construction. Update: The above measure is no longer necessary, as described above.</p>	<p>2023 Addendum BO</p>	<p>Completed</p>

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
Conservation Measures to Benefit Bats (Monitoring for MYGR Return and Activity)	<p>Original Measure: To help determine whether MYGR avoid active construction zones [including bridges and the Hill Street culvert roost] at night, NCDOT will investigate the use of night vision video recordings, or other methods, in an attempt to monitor bat activity at locations where they may be most susceptible to disturbance.</p> <p>Update: The use of night vision recording at active construction zones (including bridges and the Hill Street culvert) is no longer necessary. The original commitment was to see if MYGR avoid active construction zones at night. This was investigated via the night vision work conducted by NCDOT at the I-26 bridge over the French Broad River (NCDOT project I-4400/I-4700) and additional work on this is not needed. It was also determined that there weren't other locations like the (I-4400/I-4700) I-26 bridge that lend themselves to successfully doing this type of work.</p>	2023 Addendum BO	N/A
Conservation Measures to Benefit Bats (Monitoring for MYGR Return and Activity)	<p>Original Measure: (As stated in T&C 10) NCDOT will conduct additional monitoring/research to include telemetry, coordinated monitoring of roosts, monitoring of new panels, basin-wide acoustics to be conducted at key points during and after construction. The details of additional monitoring will be decided by a committee to include USFWS, NCWRC and NCDOT. Information gathered will be used to increase our knowledge of impacts to bats to help inform future consultation, to learn more about gray bats in the project area, to better conserve the species, and to track movements of [MYGR] bats and hopefully determine where bats go if they abandon the culvert roost and/or the area.</p> <p>Update: Only the coordinated monitoring of roosts and roost panel monitoring aspects of this measure remain valid. As stated above, information gained on MYGR in the French Broad River basin over the past several years obviates the need to pursue additional monitoring as described in the original measure. Coordinated monitoring in the form of emergence surveys will be conducted at primary bridge roosts. Survey methods will be coordinated with the Service, NCWRC and NCDOT. Surveys will occur two times per summer and will take place in 2024 and 2025 (pre-construction), then four times every other year during project construction, then two years after construction.</p>	2023 Addendum BO	In Progress

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
Conservation Measures to Benefit Bats (Bat Telemetry Study)	NCDOT, in coordination with FHWA, shall manage a contract funding a research institution to conduct a 2-year-minimum telemetry study focused on the subject bat species within a 30-mile radius of the I-26 Connector project, with the goal of finding roosting locations and gaining information about commuting and foraging areas and habitat use. The research will include work to capture focal species (MYSO, MYSE, PESU, MYLU) to transmitter/track. Work may involve using acoustics to identify areas of high focal species activity and netting those locations, searching bridges and culverts, and netting nearby known occupied areas as well as Hominy Creek. Additionally, bats could be captured at nearby hibernacula in early spring to track where they go in the summer. Active ground telemetry, aerial telemetry, and fixed tower telemetry may be utilized. The structure and details of the study design and research decisions will be decided by a committee to include the Service, NCWRC, NCDOT, and the contracted researcher(s).	2023 Addendum BO	In Progress
Conservation Measures to Benefit Bats (Structure Surveys)	Structure Surveys: a) NCDOT shall survey bridges and culverts that meet the criteria detailed in the Standard Operating Procedures: NCDOT Preliminary Bat Habitat Assessments (Structures, Caves, and Mines) (NCDOT 2015), within 2 years of construction for each phase of the project. This measure applies to structures that are proposed for modification or replacement. CM 2.3.3.3 Pre-Demolition Check for Bats in the 2020 BO remains valid. b) NCDOT shall conduct a 2023/2024 winter survey within the 15 originally surveyed culverts most suitable for winter roosting by PESUs and five smaller culverts that have features of high thermal stability that could support cold weather PESU roosting (e.g., concrete with longer lengths). NCDOT will involve the Service in deciding which five smaller culverts to survey.	2023 Addendum BO	Fulfilled
Conservation Measures to Benefit Bats (Roost Panel Monitoring)	NCDOT's monitoring plan of the Modern Bat Modular Roost Panels as described in the Terms and Conditions outlined in the 2020 BO shall include the Pratt-Whitney roost panels placed on the Biltmore Farms bridge (E. Frederick Law Olmsted Way) over the French Broad River.	2023 Addendum BO	Fulfilled
Conservation Measures to Benefit Bats (Bat Conservation Funding)	NCDOT shall contribute \$150,000 to the NCWRC's North Carolina Non-Game and Aquatics Project Fund (NCNGAPF) to support conservation and recovery efforts for MYSO, MYSE, PESU, and MYLU. This fund and its dispensation will be managed by the Service and NCWRC. At the time of the Addendum BO (Dec 2023), the NCNGAPF has not yet been set up to receive bat payments at NCWRC, it is expected in Jan 2025. This is in addition to the \$350,000 first agreed to for gray bat (see above commitment)	2023 Addendum BO	In progress

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
Conservation Measures to Benefit Bats (Lighting)	Lighting a) Smokey Park Highway Interchange: • Lighting at Ragsdale Creek shall not change from baseline condition. The current lighting will remain and the project will not result in changes or increases to the amount of light reaching Ragsdale Creek. • All new low level and high mast lighting installed by NCDOT for I-2513 A, B, C, and D sections shall be 3,000K color temperature, with the exception of the new ramp along Smokey Park Highway. b) I-26/I-40 Interchange Ramp East of Sand Hill Road: • The lighting fixtures installed at this location shall be 3,000K. This is a reduction from the existing lighting of 4000K. • At Trent Branch, high mast poles shall be reduced from existing conditions. At least four high mast poles shall be removed at this location. Replacement lighting shall be on single arm poles to the west of Trent Branch. This updated lighting configuration is designed to reduce lighting on Trent Branch. c) I-26/I-40 Interchange North of Pond Road: • Lighting adjacent to Hominy Creek shall be decreased from existing conditions. The existing lighting at this location is 400-watt high pressure sodium (HPS) with dropped glass lenses. Such fixtures typically produce 50,000 lumens of light each. The light-emitting diode (LED) replacement fixtures will produce less than 35,000 each. The LED fixtures have directional optics which enable light to be directed toward the road, as opposed to the HPS in dropped glass lens fixtures which result in more scattered light.	2023 Addendum BO	N/A
Reasonable and Prudent Measures for Bats and Appalachian Elktoe	NCDOT shall ensure that the contractor(s) understands and follows the measures listed in the "Conservation Measures", "Reasonable and Prudent Measures" and "Terms and Conditions" sections of this Opinion	2023 Addendum BO	In Progress
Reasonable and Prudent Measures for Bats and Appalachian Elktoe	NCDOT shall monitor and document any take numbers and the surrogate measures of take and report those to the Service	2023 Addendum BO	Not started
Terms and Conditions	Ensure that the procedures listed in the "Conservation Measures", "Reasonable and Prudent Measures", and "Terms and Conditions" sections of this Opinion are being implemented and that all project plans are being implemented in a manner that ensures the conditions of this Opinion are met.	2023 Addendum BO	Construction Commitment

I-2513 B& D Project Commitments March 2026

Topic	Commitment	Source	Status
Terms and Conditions	NCDOT shall ensure that the Service and NCWRC are fully involved and in agreement with the design of the telemetry study. The study design process and subsequent data sharing shall be inclusive of and transparent to the involved agencies. Language will be included in any agreement requiring group consensus on any changes or contract and funding extensions, data sharing, and about following WNS decontamination protocols when working in western NC. Prior to funding approval, the study shall be approved by the Service and NCWRC.	2023 Addendum BO	In progress
Terms and Conditions	Ensure that the telemetry study project description includes a specified minimum level of effort, e.g. minimum number of nights of netting, and/or number and size of culverts/bridges to check, and/or number of acoustic stations	2023 Addendum BO	In progress
Terms and Conditions	NCDOT shall provide oversight and monitoring to ensure that construction contractors abide by all design plans.	2023 Addendum BO	Construction Commitment
Terms and Conditions	NCDOT shall monitor the surrogate measures of take to ensure that any exceedances are detected in a timely manner	2023 Addendum BO	In progress
Terms and Conditions	NCDOT shall immediately notify the Service's Asheville Field Office should live or deceased MYSO, MYSE, PESU, or MYLU be discovered during project work.	2023 Addendum BO	In progress
Conservation Recommendations	Tree Clearing: Avoid tree-clearing activities during the most sensitive bat seasons, notably the pup season of May 15 – July 31. During this time, pups are non-volant and unable to fly away from clearing activities.	2023 Addendum BO	N/A
Conservation Recommendations	Habitat Protection: Continue pursuit of property acquisition adjacent to the Hill Street culvert.	2023 Addendum BO	N/A
Conservation Recommendations	Lighting: Implement additional reductions in high mast poles throughout the action area, especially near waterbodies and riparian areas.	2023 Addendum BO	N/A

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
Conservation Recommendations	Riparian Planting: Replant disturbed riparian areas with native, fast-growing trees and shrubs that would serve to stabilize the stream bank, filter runoff and reduce erosion and sedimentation, block light pollution, and generally improve the quality of the habitat for bats and aquatic species. Examples of potential native tree species to plant include: sycamore, tulip poplar, black cherry and river birch. Planting with established (e.g. containerized) young trees can increase the survival rate of plantings and contribute to faster improvement of riparian habitat.	2023 Addendum BO	N/A
Conservation Recommendations	Noise Considerations for Bats: If suitable roost trees are present near high decibel activity (81 – 162 dBA) and would experience noise above background levels (41 – 70 dBA), avoid conducting those high decibel activities during the bat maternity season (May 15 – August 15). Alternatively, activity could avoid the pup season (May 15 – July 31). To minimize noise levels, incorporate sound-dampening devices such as noise shrouds for pile driving.	2023 Addendum BO	N/A
Monitoring and Reporting Requirements	Yearly monitoring summaries will be cumulative. That is, take the first year’s report and add data from year two. In year three, add data to the report that has years 1 and 2. Update the methods, results, and discussion each year as needed. In this way, the subsequent reports add to and supersede the older reports and provide updated context. The last report will serve as the final report	2023 Addendum BO	In progress
Monitoring and Reporting Requirements	Include annual updates on the amount of tree clearing throughout the construction project in each year's report	2023 Addendum BO	Not started
Reinitiation Notice	This concludes formal consultation on the action(s) outlined in the consultation request dated July 24, 2023. As provided in 50 CFR §402.16, reinitiation of formal consultation is required where discretionary Federal agency involvement or control over the action has been retained (or is authorized by law) and if: (1) the amount or extent of incidental take is exceeded; (2) new information reveals effects of the agency action that may affect listed species or critical habitat in a manner or to an extent not considered in this opinion; (3) the agency action is subsequently modified in a manner that causes an effect to the listed species or critical habitat not considered in this opinion; or (4) a new species is listed or critical habitat designated that may be affected by the action. In instances where the amount or extent of incidental take is exceeded, any operations causing such take must cease pending reinitiation.	2023 Addendum BO	N/A

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
	In addition to the amount of take described in the 2020 Opinion, the following is now included: As explained in the modified BO (USFWS log 02-252, 5/12/2025), the amount of take is expected to increase by 1 individual given the 12,000 square foot additional area of impact. Because impact area (i.e. square footage) serves as a surrogate measure of take for the purposes of this analysis for Appalachian elktoe, the amount of incidental take will be exceeded if the impact area is exceeded.	2025 Addendum BO	N/A
Geotechnical borings for Sections B & D	This work shall be conducted in accordance with the requirements of the modified 401 WQC	2025 Permit Modification	Construction Commitment
Geotechnical borings for Sections B & D	The permittee shall ensure that any equipment that is placed on the floodplain overnight, or at any other time, is moved to higher ground (above potential flooding) when either of the following situations is forecasted or anticipated: (1) the water level will rise to a point where the equipment could be flooded (even during work days), and/or (2) the water level is expected to rise overnight, or over a non-work period of time, to a point where the equipment could be flooded	2025 Permit Modification	Construction Commitment
Geotechnical borings for Sections B & D	This modification is applicable only to the additional proposed activities. All of the authorized activities and conditions of the certification associated with the original Water Quality Certification dated October 30, 2023, still apply except where superseded by this certification.	401 Water Quality Certification 2025 Modification	Construction Commitment
Geotechnical borings for Sections B & D	Heavy equipment necessary for geotechnical boring in the French Broad River may be operated within the river channel; however, its usage shall be minimized. In accordance with your application, drill rigs shall follow the planned path as depicted in the French Broad River Path figure included in the application; drill rigs shall be mounted to large-diameter rubber-tire all terrain carriers with low-pressure tires to minimize contact pressures with the riverbed; drilling shall be performed during low water levels within the river (approximately 2 feet); and drill rigs shall be moved to the adjacent floodplain during the night. [15A NCAC 02H.0506(b)(3)]	401 Water Quality Certification 2025 Modification	Fulfilled
Geotechnical borings for Sections B & D	The turbidity standard of 50 NTUs (Nephelometric Turbidity Units) shall not be exceeded as described in 15 A NCAC 02B .0200. Appropriate sediment and erosion control practices must be used to meet this standard. [15A NCAC 02B .0211 (21)]	401 Water Quality Certification 2025 Modification	Fulfilled

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
Geotechnical borings for Sections B & D	In accordance with your application; NCDOT shall protect recreational river user safety in the project area through the following protocol: move drill rigs to the floodplain for storage during overnight hours; utilize orange and white mooring buoys in the water immediately around the drill rigs as a safety area that river users will need to avoid; position workers in the water in waders adjacent to drilling equipment to communicate river users; and maintain a River User Page as a resource for recreational users. [15A NCAC 02H .0506 (b)(1) and (2); 15A NCAC 02H .0507 (c)]	401 Water Quality Certification on 2025 Modification	Fulfilled
Implementation Strategies and Tactics	Develop a construction safety plan for river users that includes signage and river markers to alert river users to the safe passage lane	Integrated Plan for Communications, Construction/Demolition, and River User Safety	Fulfilled
Implementation Strategies and Tactics	Identify specific stakeholders and partner with RiverLink in contacting the parties.	Integrated Plan for Communications, Construction/Demolition, and River User Safety	Fulfilled

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
Implementation Strategies and Tactics	Provide opportunities for small group meetings with identified stakeholders. The meetings will include a brief, targeted presentation tailored to the NCDOT identified concerns of the group and provide an opportunity for questions and answers.	Integrated Plan for Communications, Construction/Demolition, and River User Safety	Ongoing
Implementation Strategies and Tactics	Update and maintain the comprehensive project website, https://www.ncdot.gov/projects/ashville-i-26-connector	Integrated Plan for Communications, Construction/Demolition, and River User Safety	Ongoing
Implementation Strategies and Tactics	Issue news releases as needed regarding project schedule, progress, impacts, and milestones	Integrated Plan for Communications, Construction/Demolition, and River User Safety	Ongoing

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
Implementation Strategies and Tactics	Provided a station regarding bridge construction at the Design Public Meeting held in November 2018. Include river businesses and property owners along the river in the mailing list	Integrated Plan for Communications, Construction/Demolition, and River User Safety	Fulfilled
Implementation Strategies and Tactics	<p>Place notification signs at public input locations upstream of the I-26 Connector through Buncombe County. Coordinate with NCWRC (https://www.ncwildlife.gov/boating/boating-access-areas) and NCDPR to update their information.</p>	Integrated Plan for Communications, Construction/Demolition, and River User Safety	Construction Commitment
Implementation Strategies and Tactics	Provide notification information to identified stakeholders.	Integrated Plan for Communications, Construction/Demolition, and River User Safety	Fulfilled

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
Implementation Strategies and Tactics	Continue to coordinate with RiverLink.	Integrated Plan for Communications, Construction/Demolition, and River User Safety	
Implementation Strategies and Tactics	Coordinate strategic social media campaigns.	Integrated Plan for Communications, Construction/Demolition, and River User Safety	Ongoing
Implementation Strategies and Tactics	Use an established X feed for the project to keep the public informed of project progress, construction activities and project-related events. The postings will consist of specific information about the project, information about alternative routes, photos and videos of crews working efficiently, and any good news about the project. This effort will also include updates to river users regarding current and anticipated conditions on the rivers.	Integrated Plan for Communications, Construction/Demolition, and River User Safety	Construction Commitment

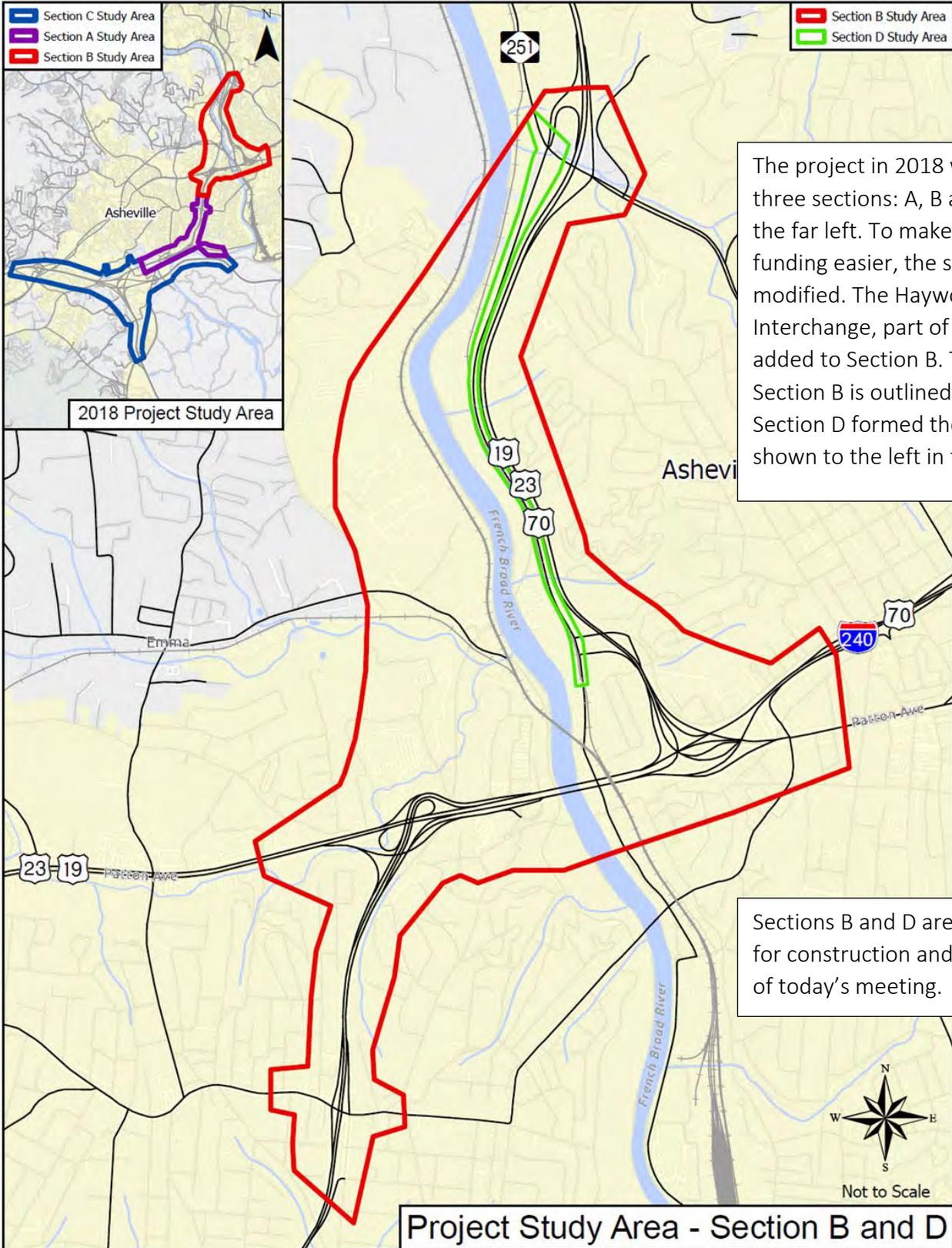
**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
Implementation Strategies and Tactics	Collaborate with project field personnel to document the progress of the project by posting photos to the department’s Instagram, Pinterest and Flickr accounts. Links to the photos will be posted on X, Facebook and used in news releases	Integrated Plan for Communications, Construction/Demolition, and River User Safety	Construction Commitment
Implementation Strategies and Tactics	It is the responsibility of the NCDOT Division 13 project engineer office in charge of the project to update the Transportation Information Management System of all parts of the project that will affect motorists, such as a lane or road closures, temporary detours, etc. as they come up on the project schedule. Once posted on the NCDOT website in the Traveler Information section (where it remains until that closure or detour is over), and automatically generates a feed for the NCDOT X account that covers this area of the state, as well as for our 511 travel phone system	Integrated Plan for Communications, Construction/Demolition, and River User Safety	Construction Commitment
Implementation Strategies and Tactics	The project engineer office also has the responsibility of informing the NCDOT public relations officer of updates. The communications officer and the project engineer office decide whether they justify a news release. If it isn’t something that would be sent as a full news release, the communications office or project engineer can send a brief email note to local recipients or post to social media each of these updates	Integrated Plan for Communications, Construction/Demolition, and River User Safety	Construction Commitment

**I-2513 B& D Project Commitments
March 2026**

Topic	Commitment	Source	Status
Implementation Strategies and Tactics	It is also possible to arrange for the project engineer to send a weekly briefing to the public relations officer and local recipients — if project parameters are going to change week to week — with a look ahead of what is planned the following week, so the information can be distributed on a more local level than we are capable of doing through our traditional news release distribution system	Integrated Plan for Communications, Construction/Demolition, and River User Safety	Construction Commitment
Patton Avenue/I-26 Bridge Commitment	NCDOT is committed to entering into municipal agreements with the City to utilize available spaces wherever feasible. Potential uses include public art installations, green spaces, parking, skate parks, and other public amenities. This is consistent with a recommendation contained in the Living Asheville Comprehensive Plan that underutilized rights-of-way are repurposed for urban redevelopment.	Coordination with the City of Asheville City Council	Post Construction Commitment

Section Changes



The project in 2018 was presented in three sections: A, B and C shown in the far left. To make construction and funding easier, the sections were modified. The Haywood Street Interchange, part of Section A, was added to Section B. The updated Section B is outlined in red, and a new Section D formed the area in green shown to the left in the larger map.

Sections B and D are moving forward for construction and are the subject of today's meeting.

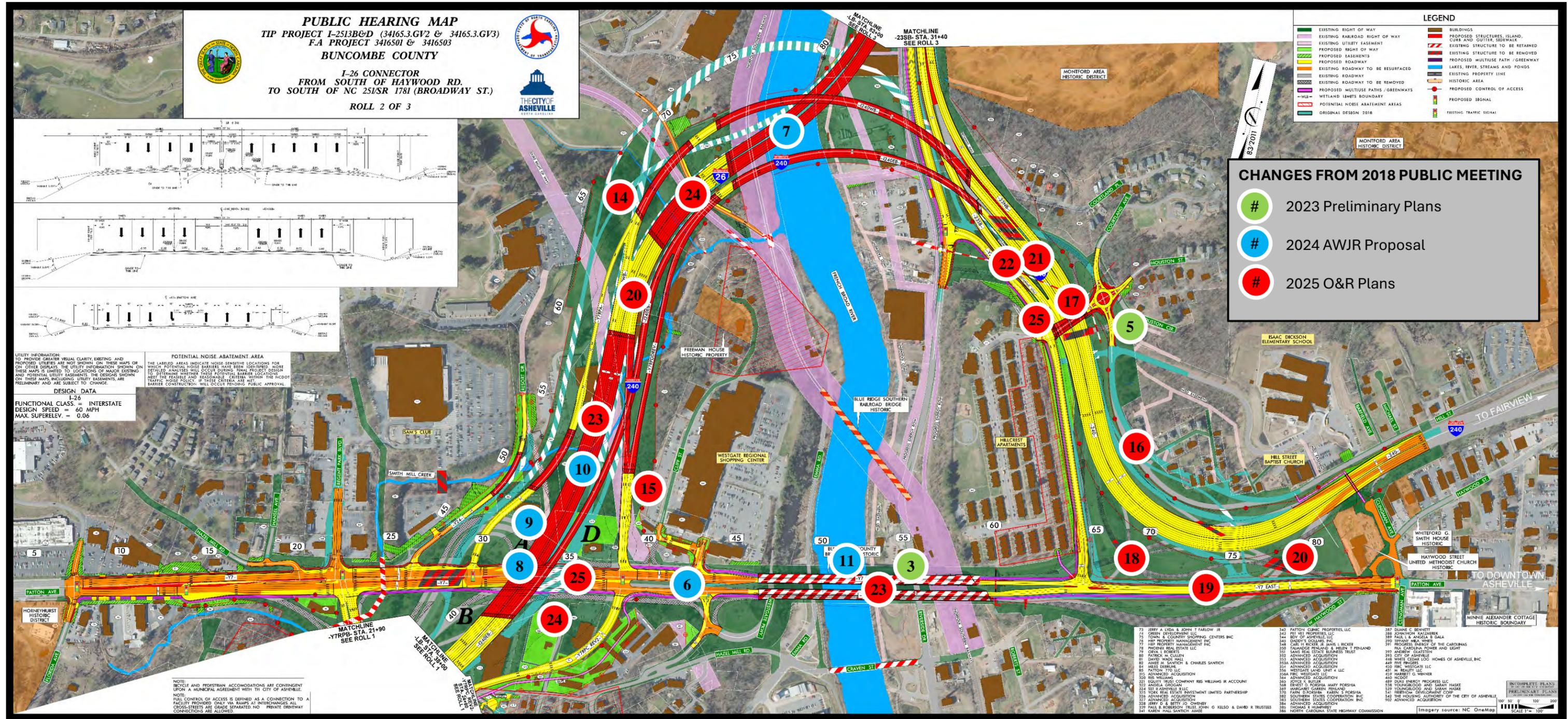


Figure 2B

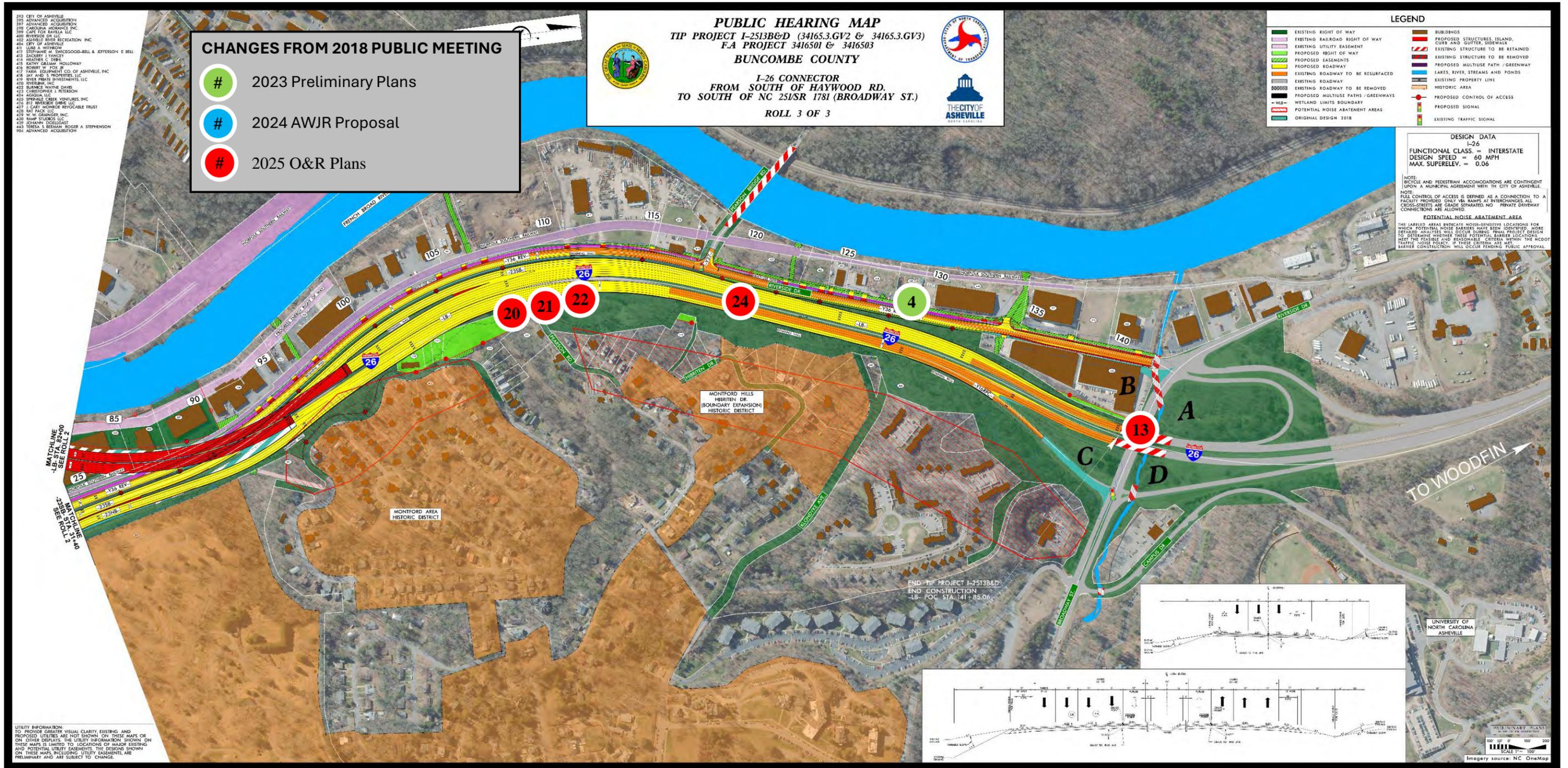


Figure 2C

PUBLIC MEETING MAP 2 of 3

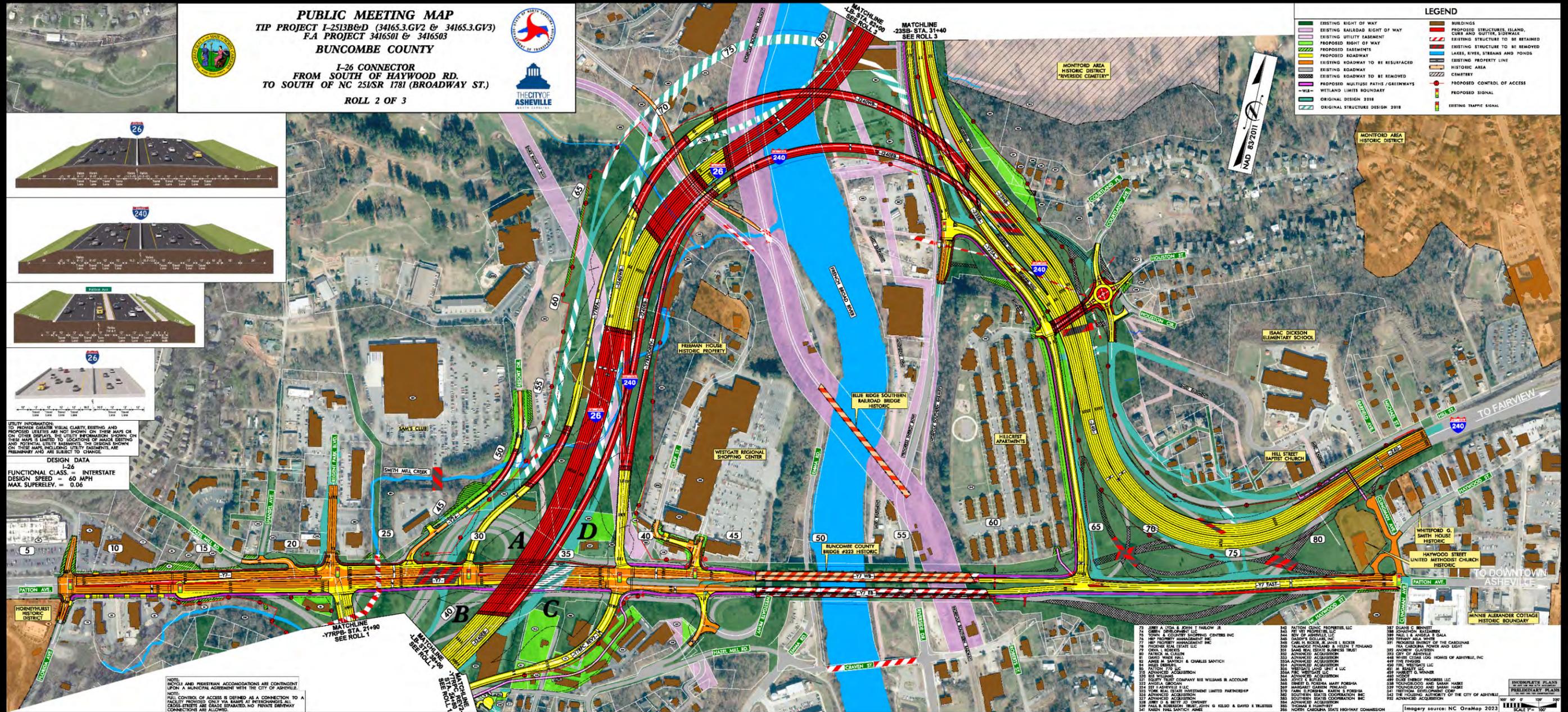


Figure 3B

PUBLIC MEETING MAP 3 of 3

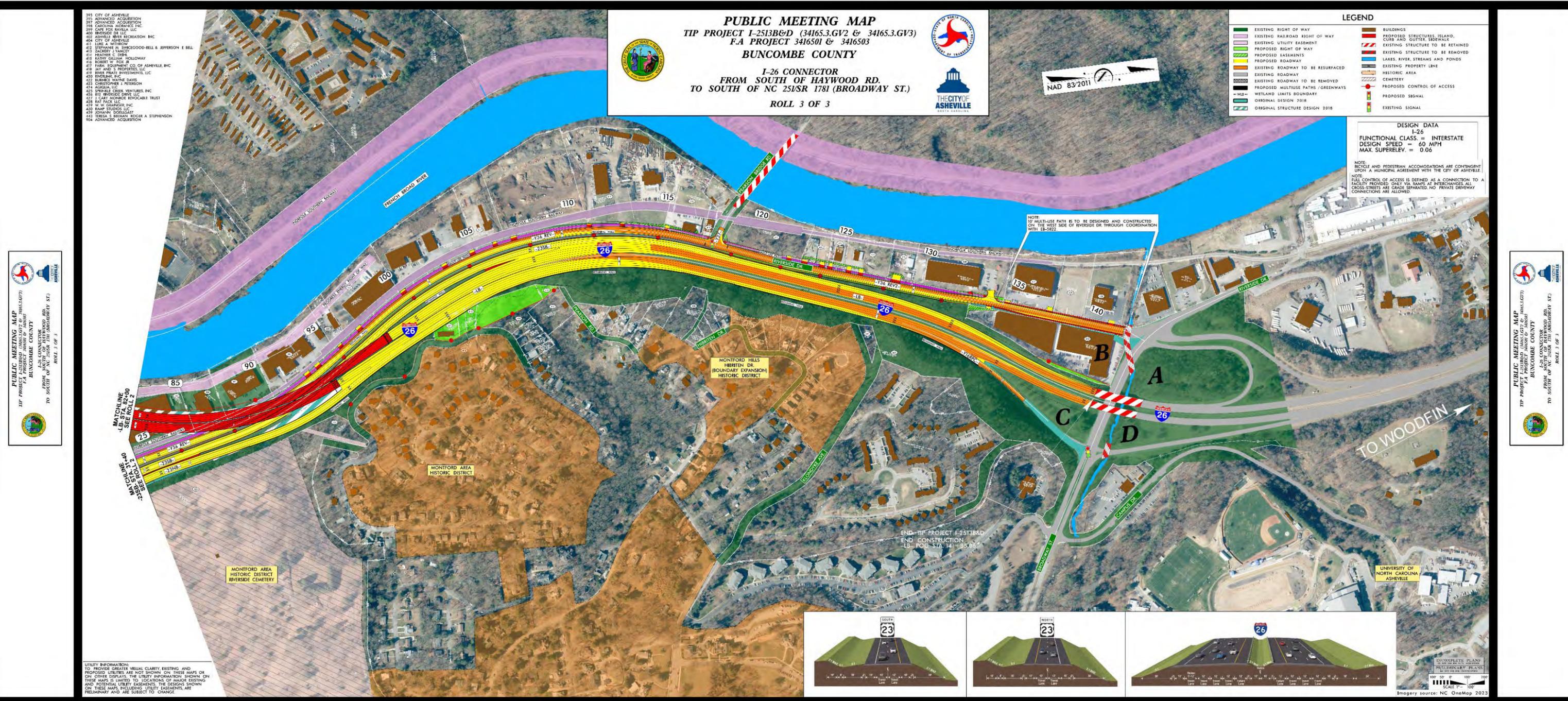


Figure 3C



I-2513BD Relocations Map A

- Residential
- Business

MAP A

MAP B1

MAP C

MAP B2

R46

EMMA RD

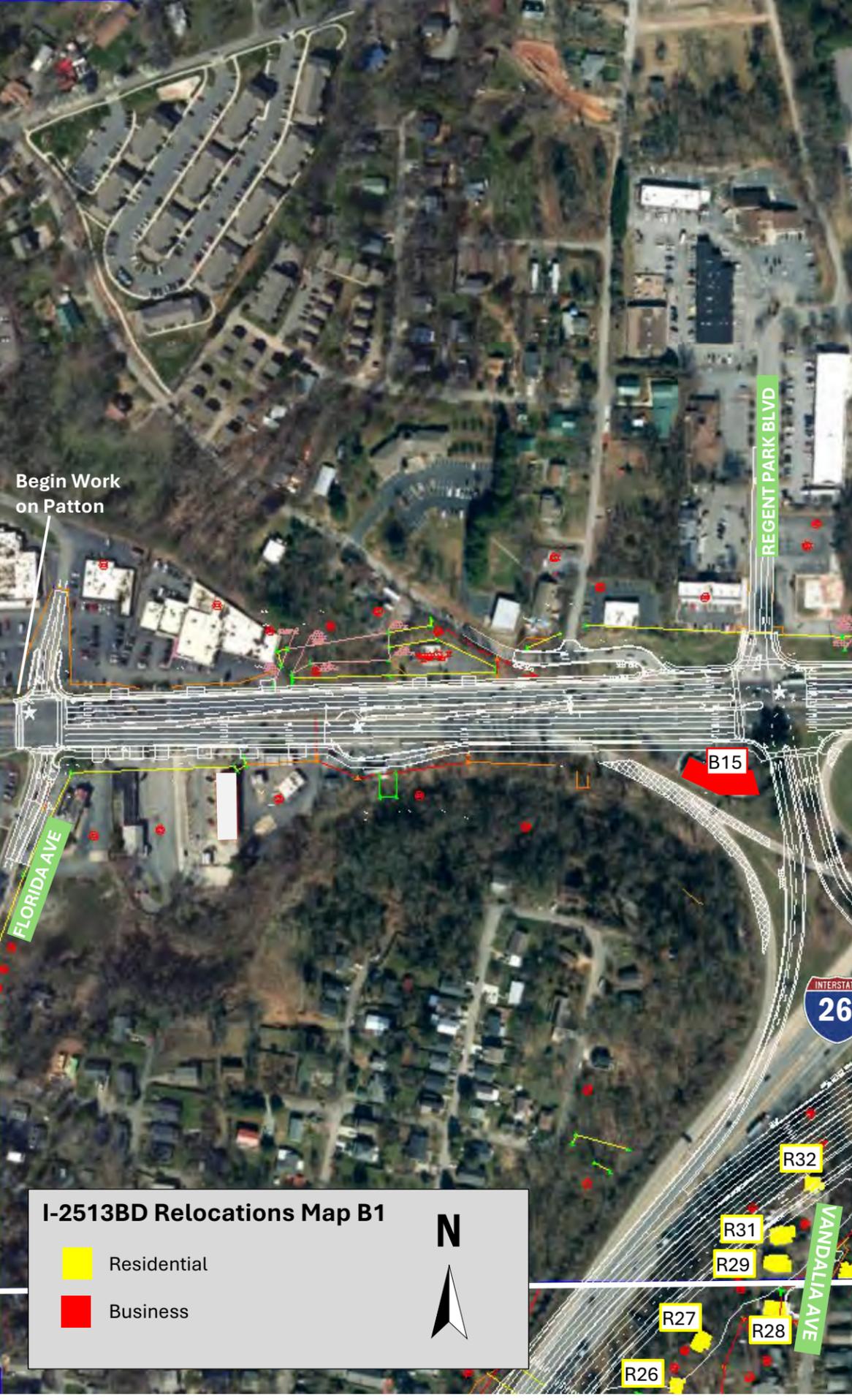
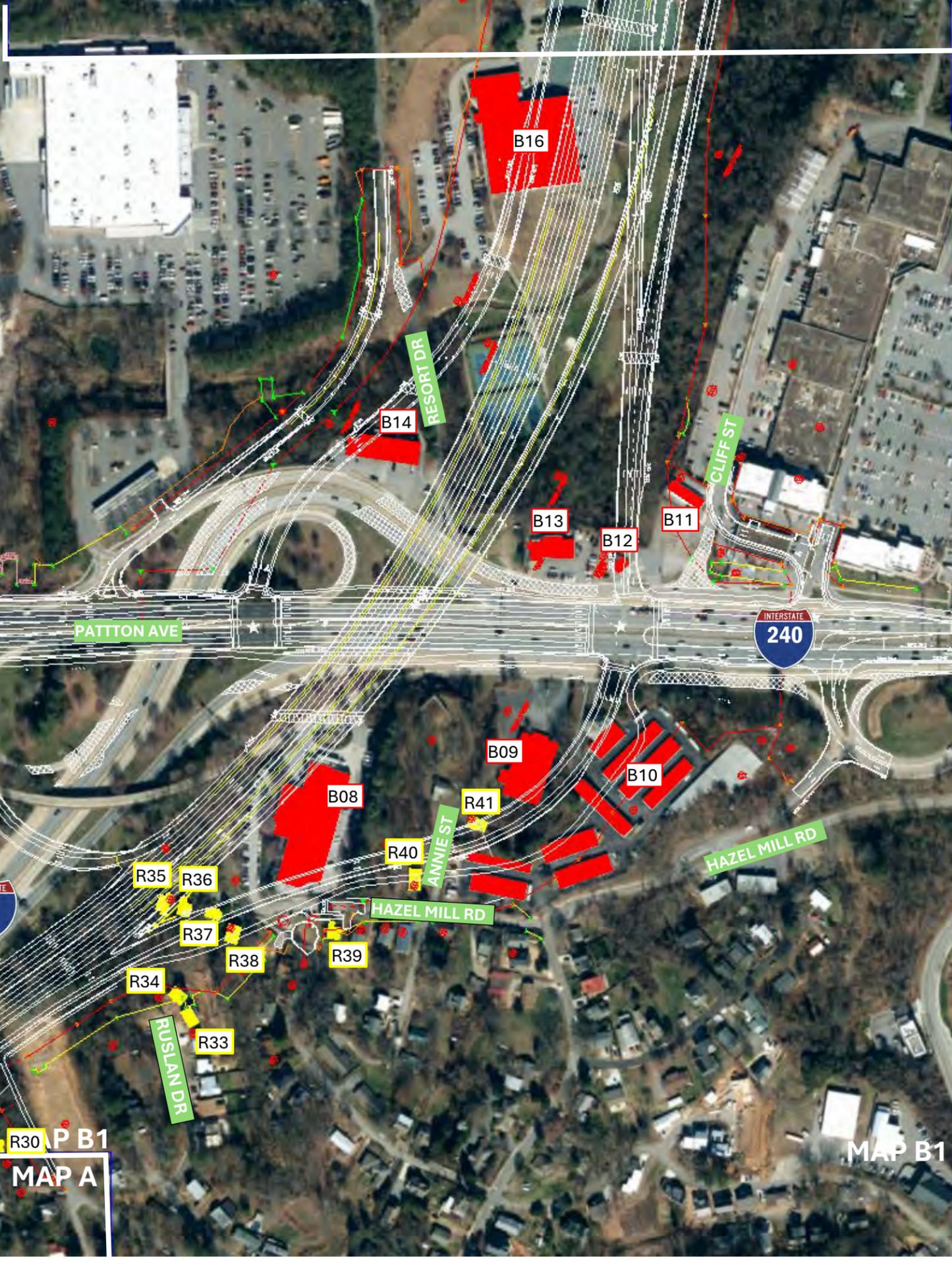
WESTGATE PKWY

INTERSTATE 240

HAZEL MILL RD

MAP B1

MAP B2



Begin Work on Patton

FLORIDA AVE

REGENT PARK BLVD

RESORT DR

CLIFF ST

PATTON AVE

INTERSTATE 26

ANNIEST

RUSLAN DR

VANDALIA AVE

I-2513BD Relocations Map B1

- Residential
- Business

N

MAP B1

MAP A

R26

R27

R28

R29

R30

R31

R32

R34

R37

R35

R36

R38

R39

R40

R41

B15

B14

B13

B12

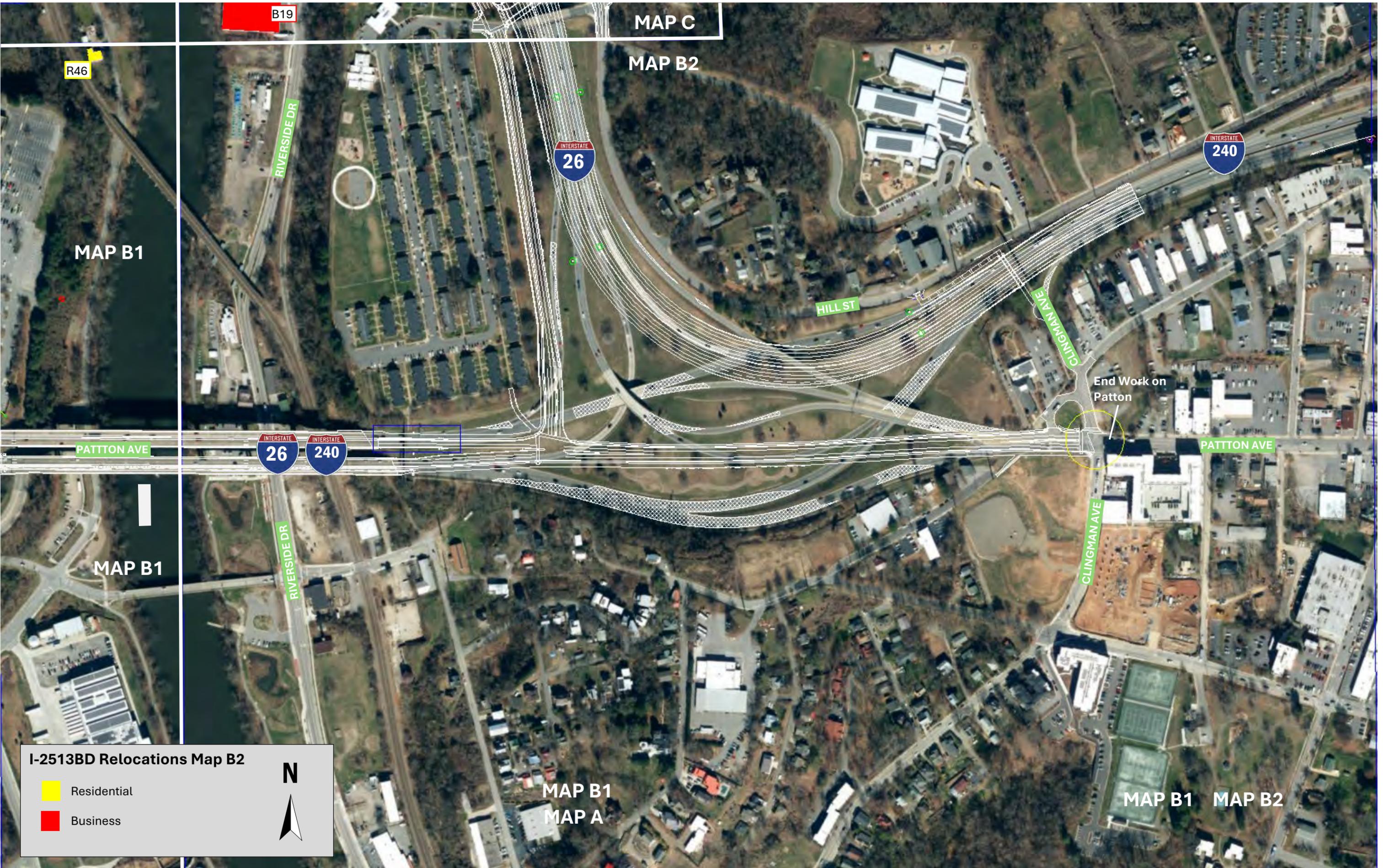
B11

B16

B08

B09

B10



I-2513BD Relocations Map B2

- Residential
- Business

N

I-2513BD Relocations Map C

- Residential ■
- Business ■



MAP D
MAP C



EMMA RD

- R42
- R43
- R44
- R45

RIVERSIDE DR

B19 – warehouse was mislabeled as a business

- R47
- R48

COURTLAND AVE

RESORT DR

B17

MAP C
MAP B1

B18

MAP C
MAP B2



I-2513BD Relocations Map D

Residential	
Business	

 **N**

MAP D

End Project
I-2513BD

INTRODUCTION:

ARCHER WRIGHT PROPOSES THE FOLLOWING AESTHETICS PACKAGE WHICH COMPLIES WITH THE AESTHETIC THEME INSPIRED BY THE HISTORIC ARCHITECTURE AND EXISTING VISTAS FOUND IN THE ASHEVILLE AREA. ARCHER WRIGHT WILL ABIDE BY THE AESTHETICS GUIDELINES (SECTION B AND D) VERSION 1.7 PUBLISHED ON AUGUST 27, 2023, AS WELL AS THE AESTHETIC DESIGN SCOPE OF WORK FROM THE FINAL REQUEST FOR PROPOSAL PUBLISHED ON NOVEMBER 3, 2023, INCLUDING THE MANDATORY AND VOLUNTARY AESTHETIC TREATMENTS LISTED HEREWITH.

DRAWING LIST:

- A-1 - PROJECT AESTHETICS NARRATIVE AND NOTES
- A-2 - PROJECT AESTHETICS - VOLUNTARY AESTHETICS ITEMS
- A-3 - PROJECT AESTHETICS DETAILS - BOWEN BRIDGES
- A-4 - PROJECT AESTHETICS DETAILS - BOWEN BRIDGES
- A-5 - PROJECT AESTHETICS DETAILS - BOWEN BRIDGES
- A-6 - PROJECT AESTHETICS DETAILS - HAYWOOD BRIDGE
- A-7 - PROJECT AESTHETICS DETAILS - HAYWOOD BRIDGE
- A-8 - PROJECT AESTHETICS DETAILS - HILL STREET BRIDGE



EMBOSSSED CITY LOGO

(COLOR 20095 - AN ELECTRONIC RASTER FILE OF THE CITY LOGO WILL BE MADE AVAILABLE)

VOLUNTARY AESTHETIC TREATMENTS:

- OTHER FEATURES ADDED ON SITE 2A (I-26 OVER PATTON AVENUE), SQUARE COLUMNS AND EMBOSSED CITY LOGO IN ENDS OF CAP ON BENTS ADJACENT TO PATTON AVENUE, AS WELL AS PAINTED OUTSIDE FACE OF 84" F.I.B. GIRDERS SPANNING ABOVE PATTON AVENUE AND THE ADJACENT SPANS.

AESTHETIC ITEMS NOT SHOWN ON PLANS:

- LARGE SANIBEL STYLE LIGHTS ALONG MULTI-USE PATH ON RIVERSIDE DRIVE.
- MONTICELLO STYLE FIXTURE LIGHTS ALONG NEW GREENWAYS FROM HAYWOOD ROAD NORTH TO PATTON AVENUE, ALONG PATTON AVENUE ON EACH SIDE OF THE RIVER, AND ALONG ATKINSON STREET.
- SQUARE COLUMNS ON HAYWOOD BRIDGE AT BENT 1 WITH CITY LOGO EMBOSSED IN ENDS OF BENT 1 CAP.
- SOUND WALLS AND RETAINING WALLS WILL UTILIZE A STACKED STONE APPEARANCE WITH A SINGLE COLOR TO BE COORDINATED WITH THE DEPARTMENT.
- PEDESTRIAN PATHS ON BOWEN BRIDGES WILL HAVE A STAMPED AND STAINED OVERLAY UTILIZING AN ASHLAR STONE PATTERN FEDERAL COLOR #30372. SURFACE COLOR WILL BE FEDERAL COLOR #33522. BIKE LANE COLOR WILL BE FEDERAL COLOR #24227.
- HAYWOOD BRIDGE SIDEWALK AND MEDIANS WILL HAVE ASHLAR PATTERN STAMPED CONCRETE. SIDEWALKS TO BE STAINED WITH FEDERAL COLOR #30372. MEDIAN TO BE STAINED WITH FEDERAL COLOR #20095.
- HAYWOOD BRIDGE WILL HAVE TIERED RETAINING WALLS AT THE BRIDGE APPROACHES AS OUTLINED IN THE ROADWAY PLANS.
- CLINGMAN AVENUE PEDESTRIAN BRIDGE WILL UTILIZE A WEATHERING STEEL BOX TRUSS SUPERSTRUCTURE WITH THE INTERIOR OF THE TRUSS LINE WITH STAINLESS STEEL ZOO MESH FENCING WITH OPENING SIZES NO LARGER THAN 2". BENTS AND END BENTS WILL BE SOLID PIERS WITH RECESSED PANELS BETWEEN THE COLUMNS. LED LIGHTING WILL BE INSTALLED ON EVERY OTHER OVERHEAD TRUSS CROSS MEMBER.
- I-26 BRIDGE OVER PATTON AVENUE SHALL HAVE A VERTICAL ABUTMENT WALL AT THE SOUTH END OF THE STRUCTURE WITH A SMOOTH FINISH. THE CONCRETE BARRIER RAIL IN SPANS 1, 2, AND 3 ON THE BRIDGE SHALL BE FORMED WITH A TEXTURED FORMLINER WITH A MAXIMUM 1.5" REVEAL. SPECIFIC FORMLINER WILL BE DETERMINED AT A LATER TIME AND APPROVED BY THE CITY OF ASHEVILLE. COLOR PATTERN OF THE REVEAL SHALL MATCH THE COLOR PATTERN USED ELSEWHERE ON THE PROJECT. HARDWARE FOR THE FUTURE INSTALLATION OF AN AESTHETIC SCREEN ON SPANS 1, 2, AND 3 SHALL BE INSTALLED. APPROACH GUARDRAILS UNDER THE BRIDGE ALONG PATTON AVENUE SHALL HAVE A CORTEN FINISH. UNDER BRIDGE LIGHTING SHALL BE INSTALLED ON EACH SIDE OF BENT 1 AND 2. ADDITIONALLY, ELECTRICAL CONDUIT FOR FUTURE UNDER BRIDGE AESTHETIC LIGHTING SHALL BE INSTALLED ON EACH SIDE OF BENT 1 AND 2.

BARRIERS, PILASTERS AND DECK EDGE - TAN
33522
BOTTOM FLANGE OF ALL GIRDERS, OUTSIDE FACE OF EXTERIOR GIRDER, AND WALL COPING - BROWN SAND
30372
STEEL RAILING - DARK BRONZE
20095
LIGHT POSTS - TRAFFIC SIGNALS - BLACK
24064

AESTHETIC COLOR PALETTE

MANDATORY AESTHETICS ITEMS:

NOT SHOWN ON AESTHETIC DRAWINGS, BUT INCLUDED IN PROPOSED AESTHETIC PACKAGE:

- BOWEN BRIDGE (PROVIDE AND INSTALL CONDUIT)
- GREENWAYS (PROVIDE AND INSTALL CONDUIT ADJACENT TO GREENWAYS)
- HAYWOOD ROAD BRIDGE AND INTERCHANGE (PROVIDE AND INSTALL CONDUIT, REST IN WALK SIGNALS)
- HILL STREET (PROVIDE AND INSTALL CONDUIT)
- PATTON AVENUE EAST OF BOWEN BRIDGE (PROVIDE AND INSTALL CONDUIT, STAMPED AND STAINED CONCRETE MEDIANS WHEN MEDIANS CANNOT BE LANDSCAPED)
- PATTON AVENUE WEST OF BOWEN BRIDGE (STAMPED AND STAINED CONCRETE MEDIANS WHEN MEDIANS CANNOT BE LANDSCAPED)
- RIVERSIDE DRIVE (PROVIDE AND INSTALL CONDUIT)
- I-26 AND I-240 (LIGHT POLES AND ASSOCIATED RAMPS SHALL BE DARK GREEN, FEDERAL COLOR #34092)

PROJECT NO. I-2513B&D
BUNCOMBE COUNTY
 STATION: _____

SHEET 1 OF 8

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH	
PROJECT AESTHETICS NARRATIVE AND NOTES	
REVISIONS	
NO.	BY: DATE:
1	3
2	4
SHEET NO. A-1	
TOTAL SHEETS 8	

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(LOOKING WEST)



(LOOKING EAST)

SITE 2A: VOLUNTARY AESTHETIC ITEMS OVER PATTON AVENUE

(SHOWING EMBOSSED CITY LOGO IN ENDS OF CAP AND PAINTED EXTERIOR BEAMS)

PROJECT NO. I-2513B&D
BUNCOMBE COUNTY
 STATION: _____

SHEET 2 OF 8

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RALEIGH					
PROJECT AESTHETICS VOLUNTARY AESTHETICS ITEMS					
REVISIONS					
NO.	BY:	DATE:	NO.	BY:	DATE:
1			3		
2			4		
SHEET NO. A-2					TOTAL SHEETS 8

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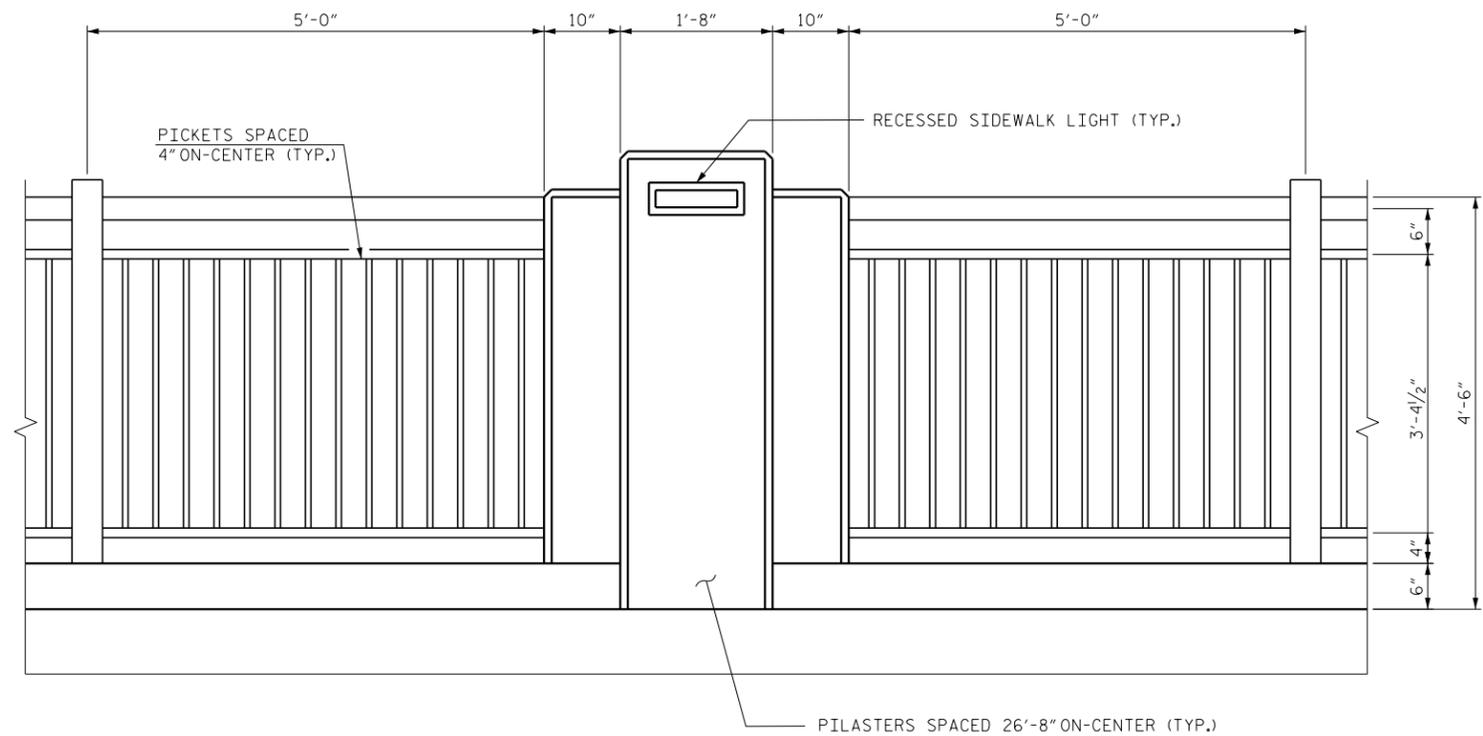
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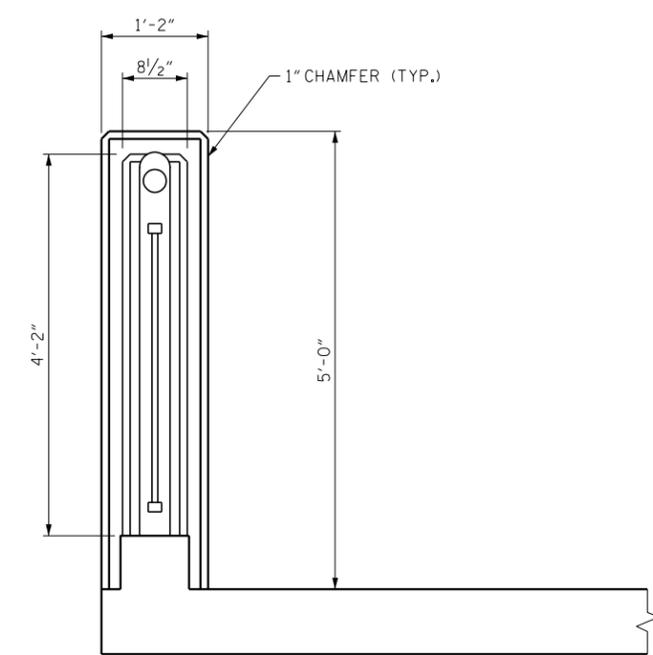
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BOWEN BRIDGES - RAILING AND PILASTER ELEVATION

(48 PILASTERS PER BRIDGE - 96 TOTAL)
 (EXTERIOR PEDESTRIAN RAILING SHOWN, INSIDE BARRIER RAIL TO BE RETAINED)



RAILING AND PILASTER SECTION

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SHEET 3 OF 8

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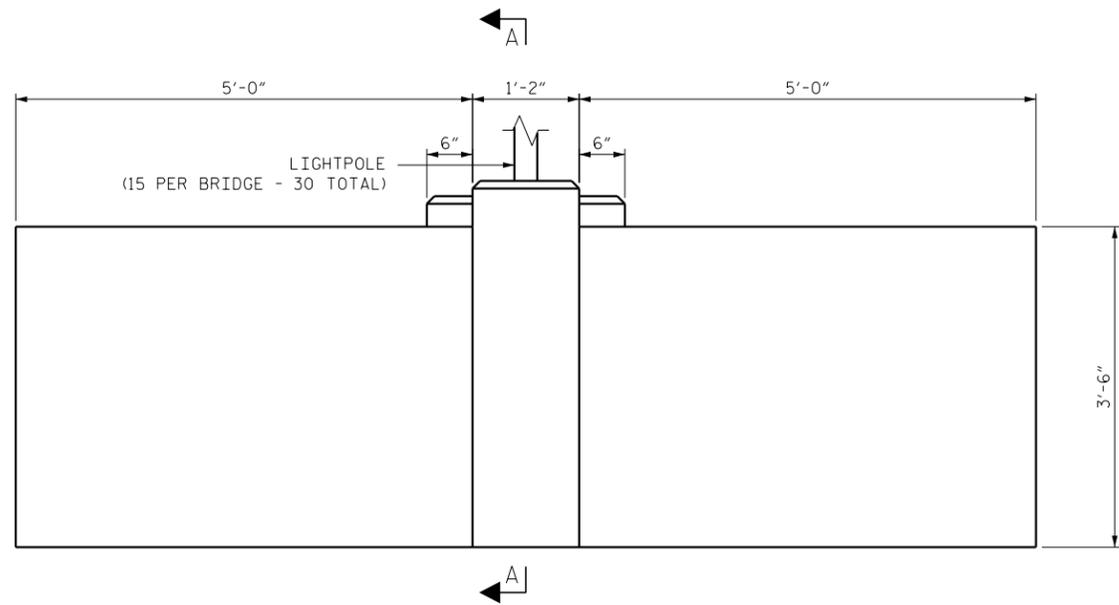
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PROJECT
 AESTHETICS DETAILS
 BOWEN BRIDGES

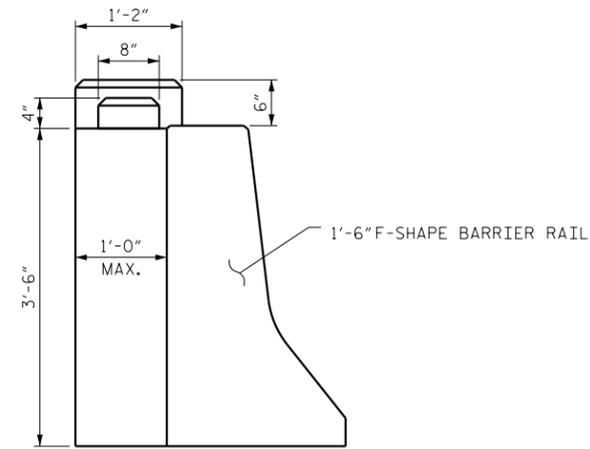
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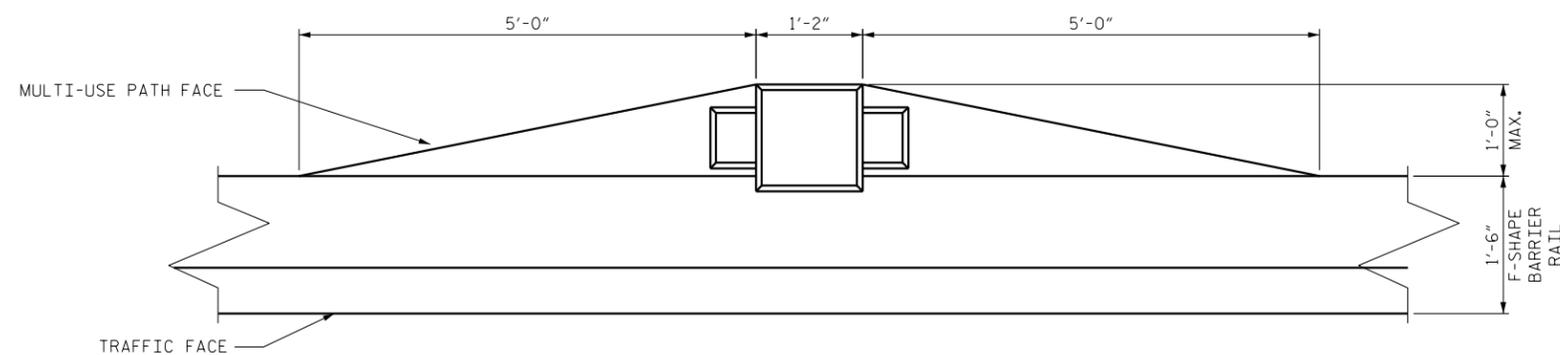


MULTI-USE PATH FACIA ELEVATION



CROSS-SECTION SECTION A-A

BOWEN BRIDGES - LIGHTPOLE BLISTER



BOWEN BRIDGES - LIGHTPOLE BLISTER PLAN VIEW

(LIGHTPOLE NOT SHOWN FOR CLARITY)
(15 LIGHTPOLE BLISTERS PER BRIDGE - 30 TOTAL)

PROJECT NO. I-2513B&D
BUNCOMBE COUNTY
STATION: _____

SHEET 4 OF 8

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PROJECT
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BOWEN BRIDGES

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A-4
TOTAL SHEETS 8

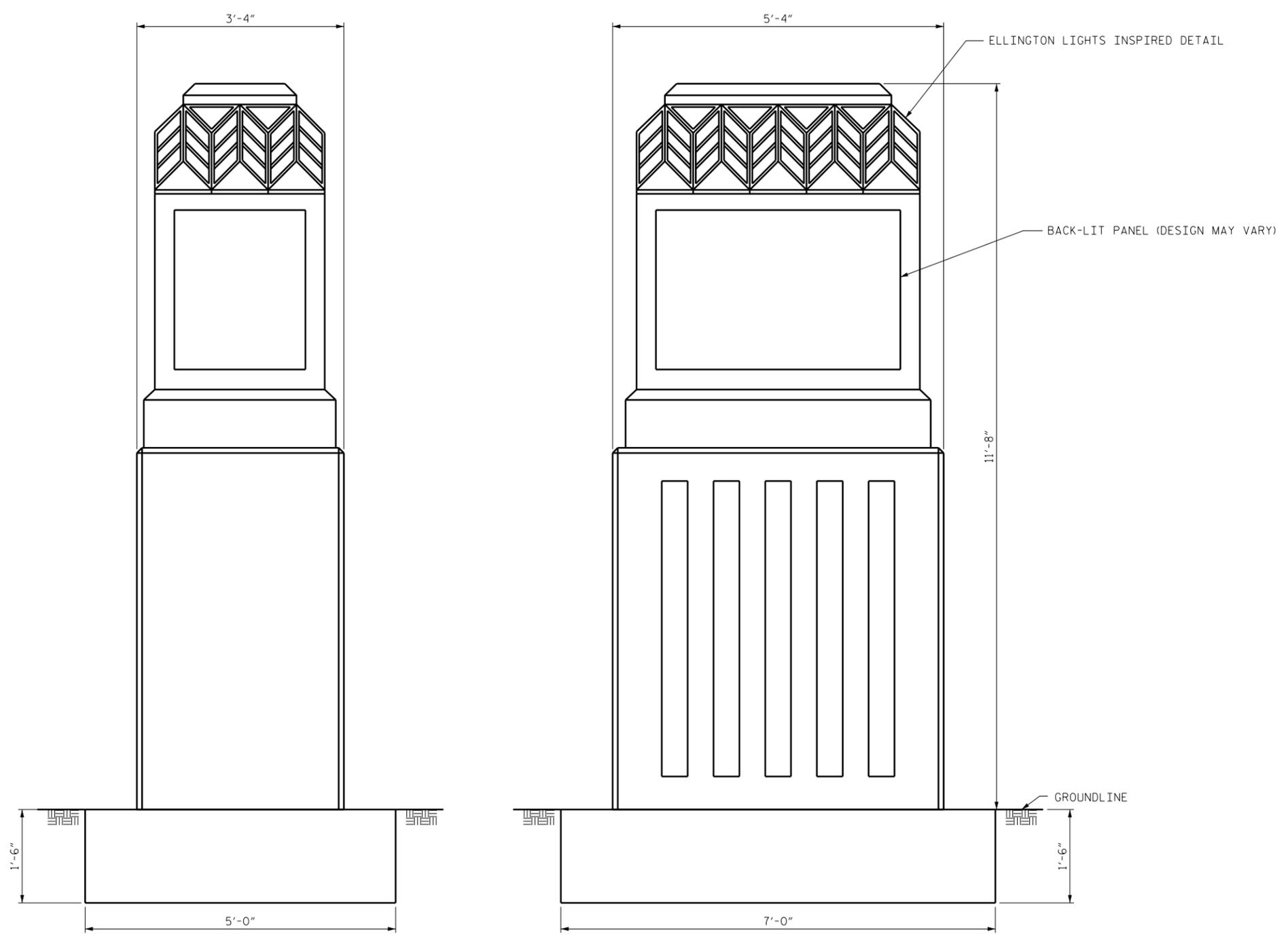
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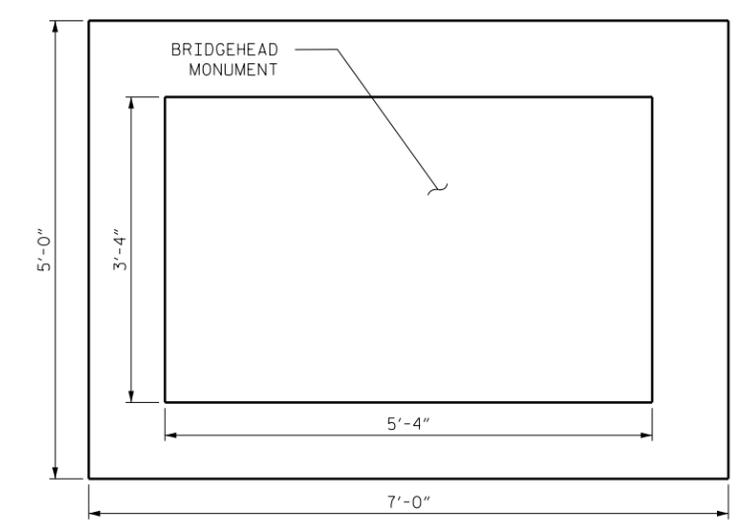
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BOWEN BRIDGES - BRIDGEHEAD MONUMENT
(3 EACH END OF BRIDGES - 6 TOTAL)



SLAB FOUNDATION PLAN VIEW
(3 EACH END OF BRIDGES - 6 TOTAL)

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SHEET 5 OF 8

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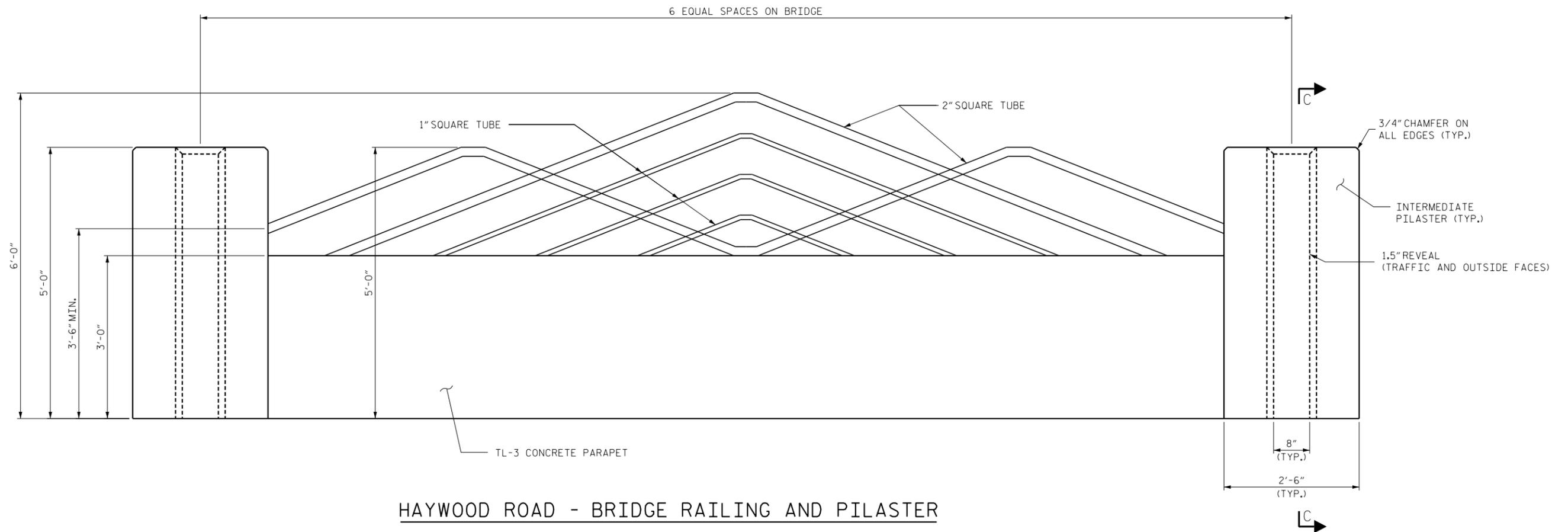
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BOWEN BRIDGES**

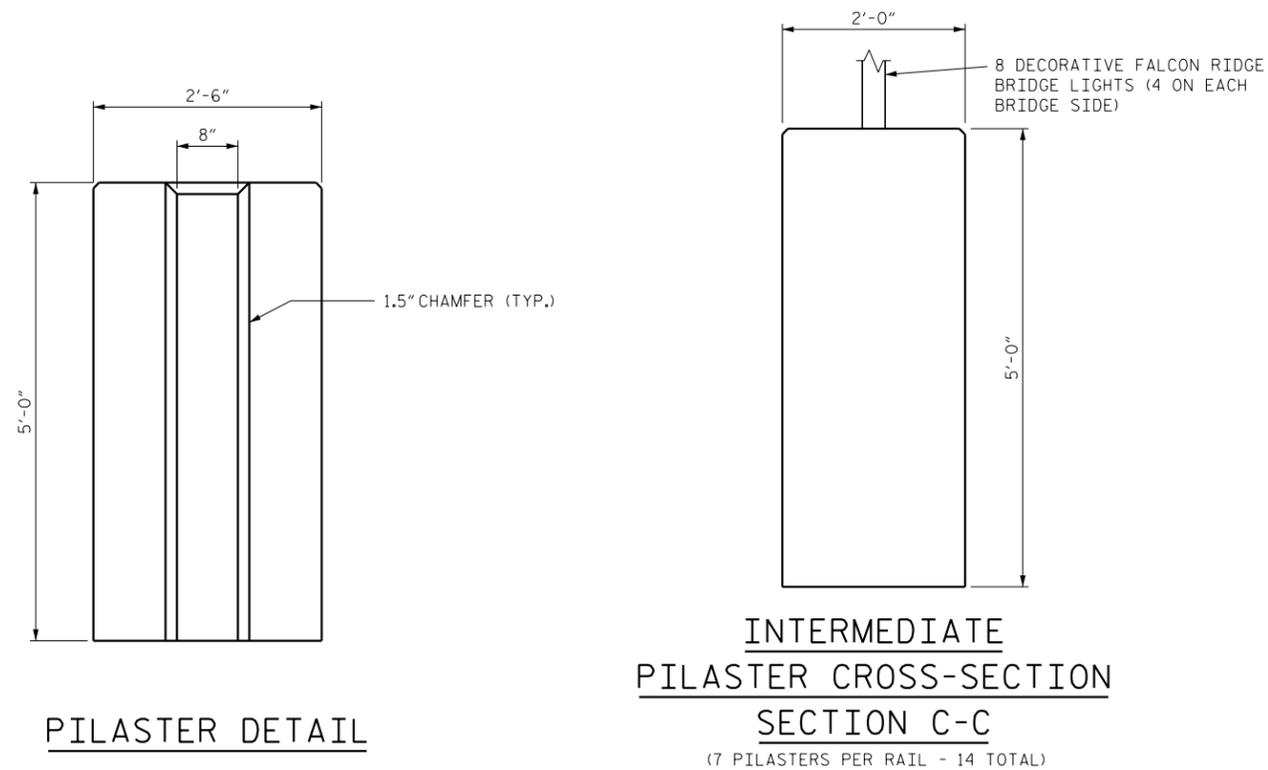
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HAYWOOD ROAD - BRIDGE RAILING AND PILASTER



NOTE:

FOR PILASTERS AT EACH CORNER OF THE BRIDGE, SEE OUTCROPPING DETAIL ON SHEET 7 OF 8.

PROJECT NO. I-2513B&D
BUNCOMBE COUNTY
 STATION: _____

SHEET 6 OF 8

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

PROJECT
 AESTHETICS DETAILS
 HAYWOOD ROAD BRIDGE

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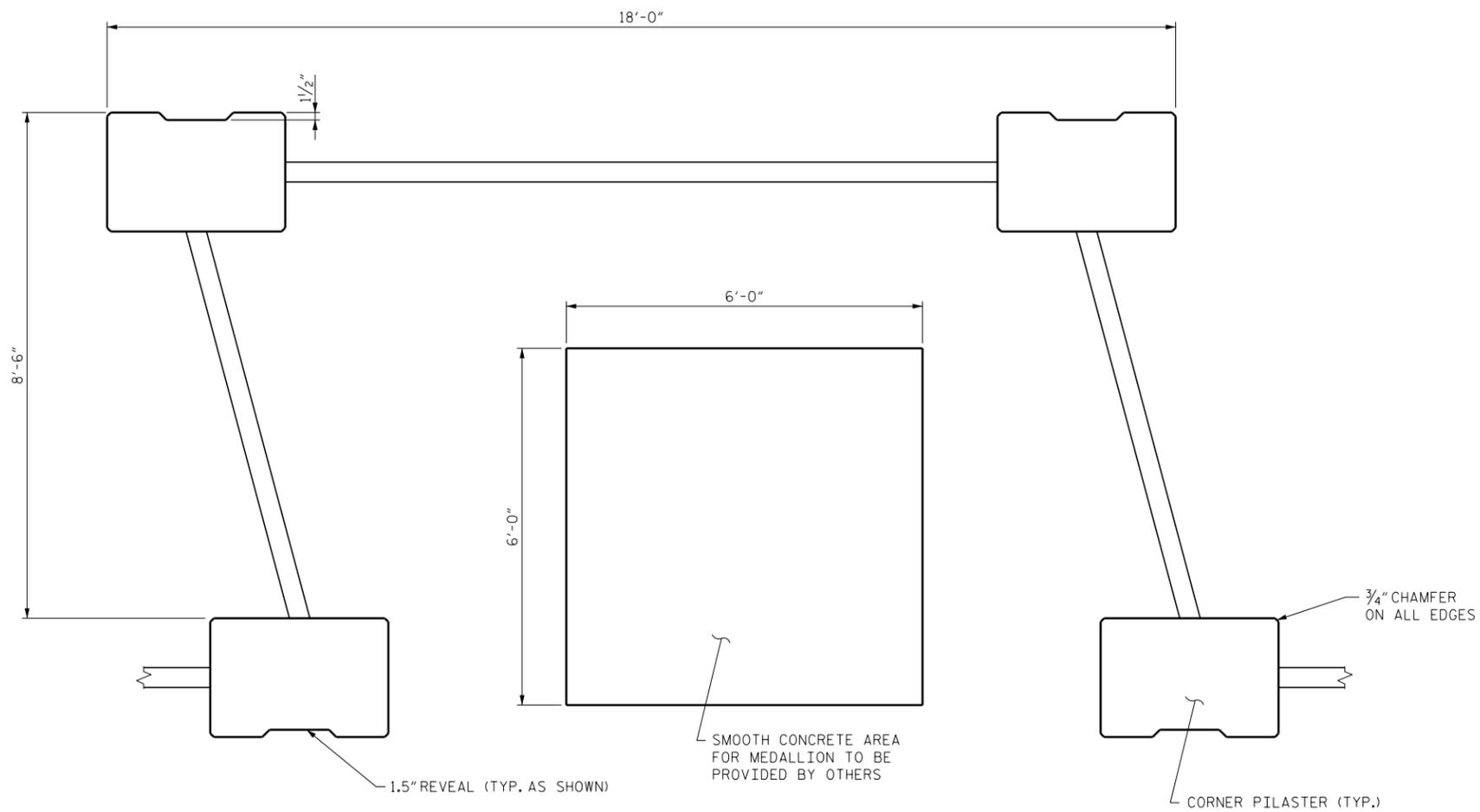
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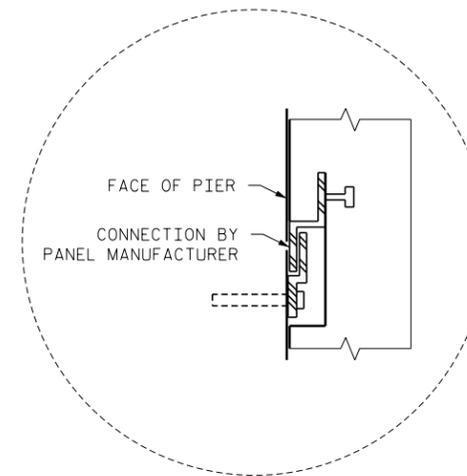


PLAN VIEW HAYWOOD BRIDGE - OUTCROPPING DETAIL

(ONE AT EACH CORNER OF BRIDGE - 4 TOTAL)
(4 CORNER PILASTERS PER OUTCROPPING DETAIL - 16 TOTAL)

NOTE:

PILASTER DETAILS SIMILAR TO PILASTERS SHOWN ON SHEET 6 OF 8 EXCEPT REVEAL SHALL BE PROVIDED AS SHOWN IN THE PLAN VIEW.



ARCHITECTURAL MEDALLION TYPICAL MOUNTING DETAIL

(ON FACE OF WALL UNDER OUTCROPPING DETAIL)

PROJECT NO. I-2513B&D
BUNCOMBE COUNTY
STATION: _____

SHEET 7 OF 8

STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION
RALEIGH

PROJECT
AESTHETIC DETAILS
HAYWOOD ROAD BRIDGE

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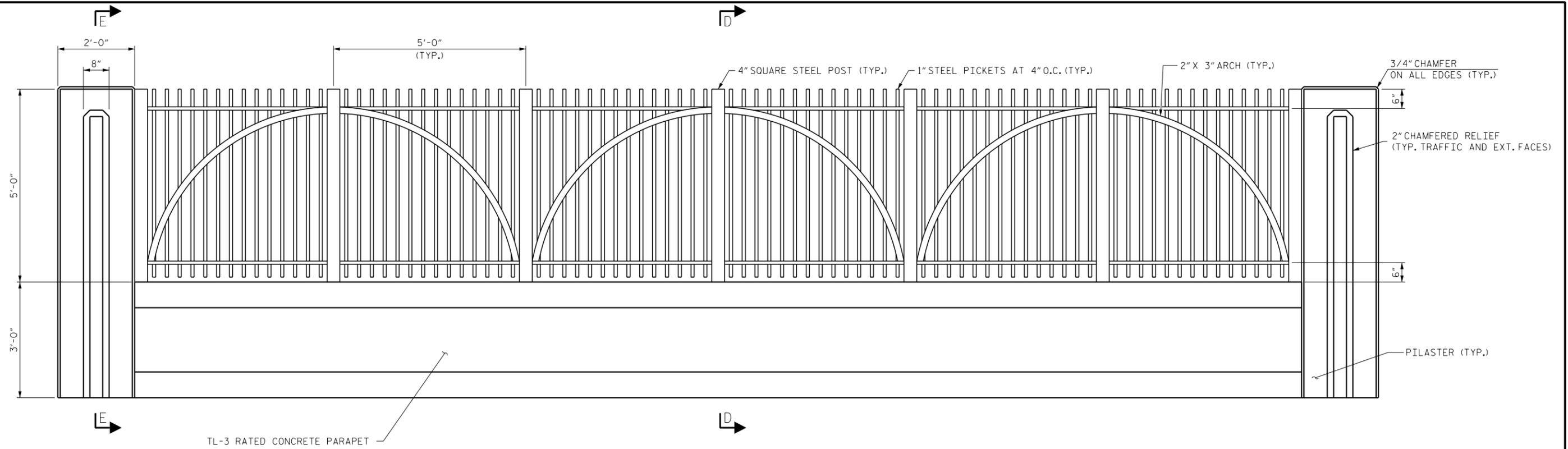
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2			4			8

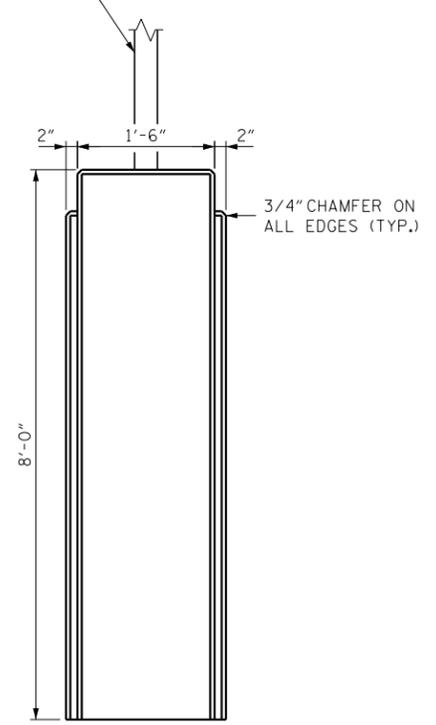
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CHECKED BY : <u>O. J. PAITEL</u>	DATE : <u>MAR 2025</u>
DESIGN ENGINEER OF RECORD : <u>O. J. PAITEL</u>	DATE : <u>MAR 2025</u>

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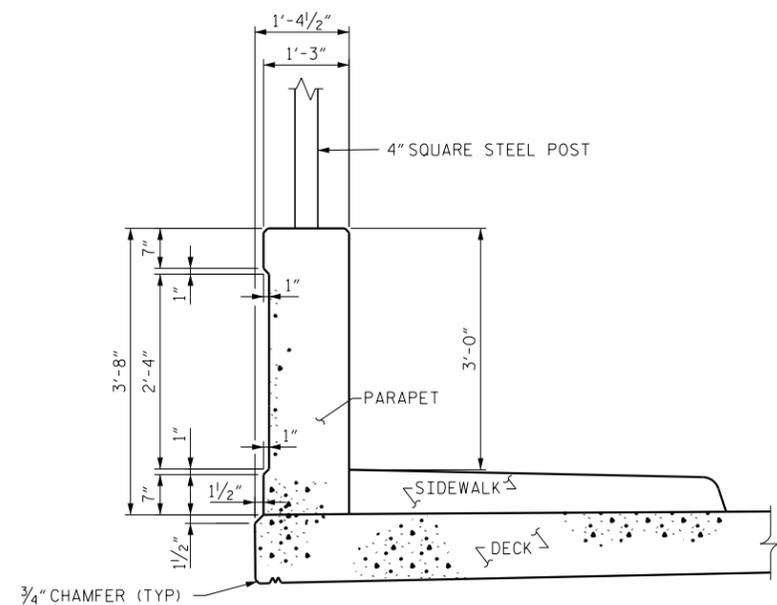
HILL STREET - BRIDGE RAILING AND PILASTER

DUAL MAST-ARM LIGHTING MOUNTED ON EVERY OTHER PILASTER (7 TOTAL STAGGERED ON OPPOSITE SIDES OF THE BRIDGE)



PILASTER CROSS-SECTION SECTION E-E

(11 PILASTERS PER RAIL - 22 TOTAL)



TL-3 RATED CONCRETE PARAPET SECTION SECTION D-D

PROJECT NO. I-2513B&D
BUNCOMBE COUNTY
 STATION: _____

SHEET 8 OF 8

AESTHETIC DWG. NO. 8
PRELIMINARY PLANS DO NOT USE FOR CONSTRUCTION

STATE OF NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 RALEIGH

PROJECT AESTHETICS DETAILS HILL STREET BRIDGE

DRAWN BY : B. H. GONFA DATE : MAR 2025
 CHECKED BY : O. J. PAITEL DATE : MAR 2025
 DESIGN ENGINEER OF RECORD : O. J. PAITEL DATE : MAR 2025

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REVISIONS				SHEET NO.			
NO.	BY:	DATE:	NO.	BY:	DATE:	A-8	
1			3			TOTAL SHEETS	
2			4			8	

**I-2513 B & D
POST CARD INVITATION**



PUBLIC MEETING

I-26 Connector Project and Riverside Drive Widening Project
State Transportation Improvement Program (STIP) Project No. **I-2513BD**

The public is invited to a drop in meeting with the N.C. Department of Transportation this month to discuss the proposed new location interstate from south of Haywood Road north across the French Broad River, tying into U.S. 19/23/70 north of Broadway Street in Asheville. The meeting will also address widening improvements of Riverside Drive.

For additional information
Webpage URL:
<https://publicinput.com/i26connector>



You may submit comments or ask us questions:

- ✉ i26connector@publicinput.com
- ☎ 855-925-2801, Project Code 11368

YOU'RE INVITED

📅 **April 24, 2025** 🕒 **4-7:00 p.m.**

📍 **Renaissance Asheville Hotel**
31 Woodfin Street
Asheville, NC 28801

If you require any accommodations under the Americans with Disabilities Act to participate contact:

- 👤 **Simone Robinson**
- ✉ ext-srobinson@ncdot.gov
- ☎ 919-707-6085

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Simone Robinson
NCDOT Environmental Analysis Unit
1598 Mail Service Center
Raleigh NC 27699-1598

Aquellas personas no hablan inglés, o tienen limitaciones para leer, hablar o entender inglés, podrían recibir servicios de interpretación si los solicitan antes de la reunión llamando al 1-800-481-6494.



**I-2513 B & D
PUBLIC MEETING HANDOUT**

The Purpose of the Project Update Meeting

In 2018, NCDOT held a public meeting to share plans for the I-26 Connector project and gather community feedback. Since then, the project has been updated based on input from the public, coordination with agencies, local officials and nearby communities. The northern section of the project from the Haywood Road/I-240 Interchange to the north end is now moving forward to construction. Today's Project Update Meeting highlights these updates, which include a smaller highway footprint, fewer residential relocations, reduced impacts on communities, improved bike and pedestrian features and better overall safety.

The updated design also includes adjustments to project sections to support phased construction (see page 4).

Section B includes building a new portion of interstate from the Haywood Road interchange, crossing the French Broad River, and connecting to U.S. 19/23/70 north of Broadway.

Section D includes roadway improvements along Riverside Drive from Hill Street to Broadway Street.

NCDOT continues to review the design, construction schedule, and traffic management plans to find ways to reduce time and costs. Some impacts shown at today's meeting may be refined further as drainage and utility work is finalized.

Project Funding

Activity	Estimated Costs*
Property Acquisition	\$175,600,000
Utility Relocation	\$27,400,000
Construction	\$1,010,000,000
Total Cost	\$1,213,000,000

**Costs shown are estimates and are subject to change. Based on currently adopted NCDOT State Transportation Improvement Program.*

Project Description

The I-26 Connector Project is an interstate freeway project to connect I-26 in southwest Asheville to U.S. 19/23/70 in northwest Asheville. This project will upgrade and widen I-240 from I-40 to Patton Avenue, and then proceed northward from Patton Avenue on new location across the French Broad River and connect to U.S. 19-23-70 to Broadway Street. Upon completion, this project will be part of the I-26 Interstate that extends from Charleston, South Carolina to Kingsport, Tennessee.

The proposed I-26 Connector in Asheville is approximately 7 miles long from the I-40 interchange to Broadway Street and is now divided into four sections: A, B, C and D.

Hurricane Helene Impacts

After Hurricane Helene, local NCDOT staff had to shift their focus to recovery efforts, which delayed some coordination activities for this project. While storm recovery remains a top priority, the long-term transportation needs addressed by the I-26 Connector are still important for Asheville and Western North Carolina. Central NCDOT staff are continuing to work with the Design-Build Team to keep the project on schedule thanks to strong coordination and communication with local stakeholders.

What's Included in this Handout

Project Purpose and Need	Page 2
Design-Build Process	Page 2
Key Differences Since 2018	Page 3
Section Changes	Page 4
Measures to Minimize Harm	Page 5
Project Impacts Summary	Page 6
Right-of-Way and Relocations	Page 8
Your Participation	Page 9
Comment Sheet	Page 11



Project Purpose and Need

Why is the I-26 Connector needed?

The project is needed to address traffic capacity problems along the existing I-240 corridor (future I-26), across the Captain Jeff Bowen Bridges to U.S. 19/23/70. Presently, numerous areas do not meet interstate design standards and cannot be designated I-26 without being improved. The project would improve traffic flow, address the substandard roadway features, and provide an interstate roadway through West Asheville for the I-26 Corridor.

Why are we meeting today?

The project design presented in the 2018 Public Meeting has been refined to reduce the project costs, impacts and duration. We are here today to present the outcome of those efforts and offer you the opportunity to have one-on-one discussions with project team members. You will also have the opportunity to provide feedback. Comments can be submitted in person using the comment form attached to the back of the handout, or mailed, emailed, submitted online or by phone using either the project hotline or the PI.com site phone number. This information is available on page 10 of this handout.

Design-Build Process

The I-26 Connector Project is being constructed as a design-build project. The design-build process allows NCDOT to hire a team of designers and contractors that are responsible for the design, right-of-way acquisition, and construction of the project. In May 2024, as part of the design-build process, the project was awarded to the Archer-Wright Joint Venture for Sections B and D of the project. The team plans to begin construction on the northern portion of the project, Sections B and D, while the design and right-of-way acquisition for the remaining sections of the I-26 Connector are underway. This typically results in faster completion of the project.

Optimization & Refinement

Optimization & Refinement (O&R) is an NCDOT strategy aimed to reduce costs and move the project forward. Through the O&R process NCDOT collaborated with the design-build team and local stakeholders to review concepts, provide feedback and determine priorities. This collaboration yielded approximately \$125 million in savings while maintaining:

- All commitments from the Final Environmental Impact Statement and Record of Decision
- Separation of I-26 and Patton Avenue traffic
- Pedestrian and Cyclist connections

Following this meeting, FHWA and NCDOT will produce a National Environmental Policy Act (NEPA) Re-Evaluation to document findings and update environmental impacts.

The Department will then proceed with permitting this fall and construction to begin in March 2026. With these savings, the Department is moving forward on the original construction schedule with the completion expected in 2031.

What's Next after the Project Update Meeting?

Activity	Anticipated Date
NEPA Re-Evaluation	Summer 2025
Permitting	Fall 2025
Right-of-Way Acquisition	Fall 2025
Construction	March 2026
Completion of Project	2031

Key Differences Since 2018

The focus in this section of the project remains separation of I-240 traffic from Patton Avenue traffic. The current designs have key differences compared to the preliminary designs presented at the 2018 public meeting to further reduce costs and impacts associated with the project. Below are the key differences described in detail.

Hillcrest Apartments and Hill Street Community

The 2018 Public Meeting maps designed the widening of I-240 as it follows Hill Street with greater right-of-way impacts. As a result of the O&R process, the design of I-240 through this corridor was consolidated and residential impacts were reduced along Hill Street.

Additional changes to the Hillcrest Apartments neighborhood include incorporation of a multi-use path providing connectivity from the southern portion of the complex to Patton Avenue / I-240. To the northeast corner of the Hillcrest Apartments complex, a roundabout design was incorporated east of I-240, and additional lanes were designed on I-240 without increasing the impacts to Hill Street or the Hillcrest Apartments.

Footprint Reduction of the I-26 Connector across the French Broad River

The current footprint of the bridges across the French Broad River reduces right-of-way impacts and impacts across the river compared to the 2018 Public Meeting design. The 2018 design had a larger footprint extending north of the current design. The new design reduces the footprint of the bridge where it connects at the new Patton Avenue/ I-26 configuration.

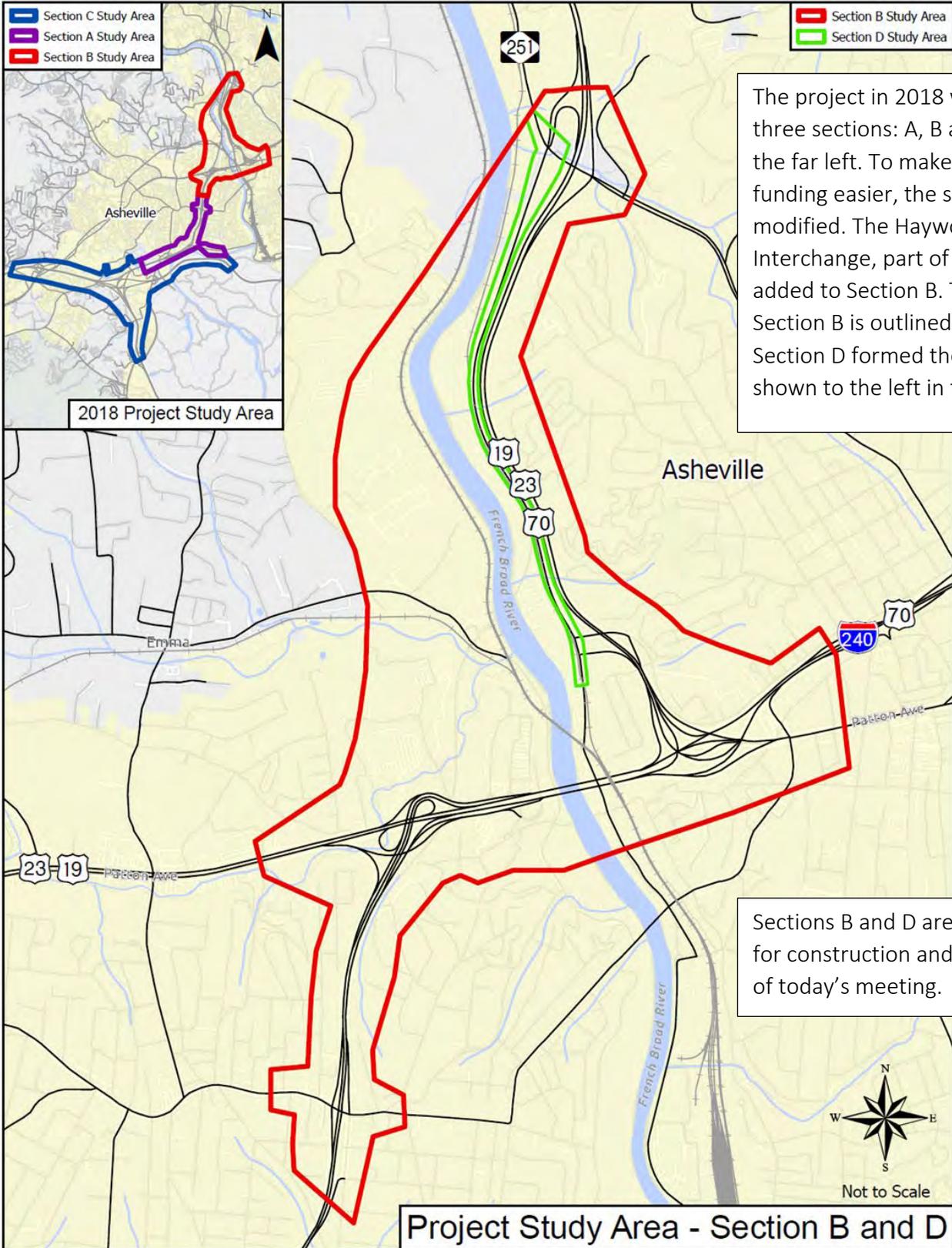
Modification of the I-26 / Patton Avenue Interchange Configuration

In previous designs, Patton Avenue crossed over I-26 on a bridge—a concept that was preferred by a portion of the community. However, this approach would have required the relocation of multiple existing utilities along Patton Avenue that would have resulted in significant costs and an extended construction timeline.

As part of the Design-Build process, the selected team’s proposal included the concept of bridging I-26 over Patton Avenue. This concept was chosen because it was the most economical and feasible to construct. In evaluating the alternative concept, the team discovered that redesigning Patton Avenue to run under I-26 would minimize the impact of utility relocations that increased the overall construction duration by approximately 15 months. This type of design refinement is a common part of the Design-Build process.

Importantly, the revised design does not introduce any additional impacts and still meets the purpose and need of the project. As a result, the revision complies with all National Environmental Policy Act (NEPA) guidelines. Without this change the project would not have advanced through the Optimization & Refinement (O&R) phase and could have faced indefinite delays.

Section Changes



The project in 2018 was presented in three sections: A, B and C shown in the far left. To make construction and funding easier, the sections were modified. The Haywood Street Interchange, part of Section A, was added to Section B. The updated Section B is outlined in red, and a new Section D formed the area in green shown to the left in the larger map.

Sections B and D are moving forward for construction and are the subject of today's meeting.

Measures to Minimize Harm

Following the 2018 Public Meeting, measures to minimize harm were incorporated into the project and documented in the FEIS. Those refinements included:

Riverside Cemetery – In review of the previous design and impacts to historic resources seen in 2018 at the public meeting, only the impact to the Riverside Cemetery was an adverse effect. This current design studied minimizing impacts to the cemetery. Shifting away was not feasible because of the railroad and right-of-way impacts but the grade of the road has been lowered and no longer requires a retaining wall. Coordination with the State Historic Preservation Office (SHPO) is ongoing to ensure that design changes do not violate the determinations and stipulations in the Memorandum of Agreement (MOA) between FHWA, NCDOT, and SHPO.

Burton Street Neighborhood Plan – The Burton Street Neighborhood Plan was developed through coordination with members of the Burton Street Community Association to address and mitigate the anticipated impacts to the Burton Street neighborhood due to the proposed project. The plan lists mitigation strategies to be implemented by NCDOT, including improving sidewalks and pedestrian connections, installing bus shelters and other improvements at transit stops, incorporating a Burton Street history mural on a sound wall if built, constructing a new park and community gathering space at Smith Mill Creek, and additional mitigation strategies outlined in the Plan.

Bicycle and Pedestrian Facilities – Multi-use paths and greenways continue to be incorporated and can be seen on the project maps at today's meeting along Patton Avenue, Riverside Drive, and the Hillcrest Connector. Additional improvements are also noted in the Burton Street Neighborhood Plan.

Aesthetics Committee – The City of Asheville established an Aesthetics Advisory Committee to develop guidelines that address aesthetic treatments that may be incorporated in the project. NCDOT will continue to coordinate with the City of Asheville throughout the project on the implementation of the aesthetic guidelines. Proposed aesthetics to be incorporated into the project can be seen in the renderings presented at today's meeting.

River User Safety – Construction of the bridge over the French Broad River is a concern because of regular use of the river by kayakers. NCDOT as part of their River User Safety plan will place signage along the river warning of construction activities. NCDOT is working with the Buncombe County Parks and Recreation and will alert boaters of the construction at their boat launch locations. In addition, safe passage through the bridge construction area will be provided for the duration of construction.

Project Impacts Summary

In compliance with the National Environmental Policy Act (NEPA) process and guidance, impacts to protected environmental features were identified and evaluated for the 2018 Public Meeting design and the current design. Those environmental features and their impacts are described below.

Environmental Feature	2018 Design	2025 Design
Parks and Recreational Facilities	French Broad River paddle trail – No adverse effect.	No change
Churches	6 churches – No effect except a small parking impact to Community Baptist Church	The impact to Community Baptist Church parking has been reduced.
Relocatees	56 residential, 29 business relocatees	Reduced to 40 residential, 28 business relocatees
Land Use and Transportation Planning	The project is consistent with existing and future land use and transportation plans.	No change
Noise	A Traffic Noise Report was completed prior to the previous public meeting. It identified areas of concern based on preliminary information.	A Design Noise Report is underway for the current design and will make final recommendations for noise barriers. Soon after the Design Noise Report is complete, a balloting process will begin where the property owners and tenants benefited by a recommended noise wall will vote on whether they would like a noise wall or not.
Historic Architecture	13 eligible properties – No effect or no adverse effect except for Riverside Cemetery	Reduction of roadway height along Riverside Cemetery, eliminating the need for a retaining wall and minimizes the visual impact to the cemetery
Archaeology	0 sites within Sections B and D	No change
Air Quality	No adverse effect	No change
Farmlands	Not applicable	No change
Indirect Effects	Low to moderate	No change
Hazardous Materials	1 site – high severity	No change
Floodplains	100-year Floodplain - 3.91 acres Floodway - 0.38 acres	100-year Floodplain - 2.75 acres Floodway - 0.12 acres
Protected Species	USFWS issued a Biological Opinion (BO) in 2020 addressing the gray bat (<i>Myotis grisescens</i>), northern long-eared bat (<i>Myotis septentrionalis</i>), and Appalachian elktoe (<i>Alasmidonta raveneliana</i>). This resulted in measures to protect and/or mitigate for impacts to the identified species in the project study area.	

Underserved Populations

A February 5, 2025, Executive Order (E.O.) rescinded the consideration of Environmental Justice (EJ) as it relates to “overburdened and underserved populations and low-income communities, and communities of color and Tribal and Indigenous communities,” as well as cumulative effects analysis as it pertains to land use and human and natural environmental effects. However, as potential EJ impacts were addressed in prior studies, impacts analysis was undertaken to ensure consistency. Future environmental analysis will not consider EJ per the E.O.

Based upon the design in the 2018 Public Meeting maps and the associated Community Impact Assessment (NCDOT, 2018), it was determined that without additional avoidance, minimization and mitigation measures, there would be disproportionately high and adverse impacts to the Burton Street neighborhood, a historically low income and minority neighborhood adjacent to the corridor. The design was then revised to minimize impacts documented in the Final Environmental Impact Statement (FEIS) and ROD. NCDOT has continued coordination with the City of Asheville, neighborhood representatives, historic property owners, and the Burton Street Community, to obtain input on how the project design could be refined to further minimize the impacts.

Section 4(f)

Based upon the final evaluation, four historic properties and one recreation area (paddle trail) that qualify for protection under Section 4(f) of the Department of Transportation Act of 1966 will require some permanent incorporation of Section 4(f) protected land into the project; however, FHWA previously determined they will be *de minimis* impacts. The properties are as follows:

- West Asheville/Aycock School Historic District
- William Worley House
- Haywood Street United Methodist Church
- Great Smoky Mountain Park Bridge (Buncombe County Bridge No. 323)
- French Broad River paddle trail

As part of the ongoing coordination with SHPO referenced on page 5 of the handout, FHWA will determine if *de minimis* is still applicable to the historic properties, and separately verify *de minimis* for the French Broad River paddle trail.

Right-of-Way and Relocations

Right-of-Way Procedures

After decisions are made regarding the final design, the proposed right-of-way limits will be staked in the ground. If you are an affected property owner, a Right-of-Way Agent will contact you and arrange a meeting. The agent will explain the plans and advise you as to how the project will affect you. The agent will inform you of your rights as a property owner. If permanent right-of-way is required, professionals who are familiar with real estate values will evaluate or appraise your property. The evaluations or appraisals will be reviewed for completeness and accuracy, and then the Right-of-Way Agent will make a written offer to you. The current market value of the property at its highest and best use, when appraised, will be offered as compensation. The Department of Transportation must:

- Treat all owners and tenants equally
- Fully explain the owner's rights
- Pay just compensation in exchange for property rights
- Furnish relocation advisory assistance

Relocation Assistance

If you are a relocatee, that is, if your residence or business is to be acquired as part of the project, additional assistance in the form of advice and compensation is available. You will also be provided with assistance regarding locations of comparable housing and/or commercial establishments, moving procedures, and moving aid. Moving expenses may be paid for you. Additional monetary compensation is available to help homeowners cope with mortgage increases, increased value of comparable homes, closing costs, etc. A similar program is available to assist business owners. The Right-of-Way Agent can explain this assistance in greater detail.

Your Participation

You may write your comments or questions on the comment sheet (page 11) and leave it with one of the representatives at today's meeting. You may also mail them by May 25, 2025, to the following address:

Mr. Jamille Robbins
NCDOT - Environmental Analysis Unit
1598 Mail Service Center
Raleigh, N.C. 27699-1598

Comments submitted by email, submitted online or by phone using either the project hotline or the PI.com site phone number must be submitted by May 25, 2025.

Where to Submit by Email

i26connector@publicinput.com

Where To Submit Comments Online

Comments can be submitted at the public input website at

<https://publicinput.com/i26connector>

Public Input Site Phone Number: 1-855-925-2801, Project Code 11368

Where To Review Project Information

People can view the materials at the project website at

<http://www.ncdot.gov/projects/i26connector/>

Project Hotline/Línea Gratuita del Proyecto: 1-800-233-6315

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Mr. Jamille Robbins
NCDOT - EAU
1598 Mail Service Center
Raleigh, NC 27699-1598

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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.

In accordance with Title VI of the Civil Rights Act of 1964 and related authorities, the N.C. Department of Transportation 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 Environmental Analysis Unit, 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: <i>(i.e. Main Street)</i> _____	Gender: <input type="checkbox"/> Male <input type="checkbox"/> Female <input type="checkbox"/> Other <input type="checkbox"/> Prefer not to answer
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 Have a Disability: <input type="checkbox"/> Yes <input type="checkbox"/> No

Race/Ethnicity: Select **all that apply** and enter additional details in the spaces below.

American Indian or Alaska Native – *Enter, for example, Navajo Nation, Blackfeet Tribe of the Blackfeet Indian Reservation of Montana, Native Village of Barrow Inupiat Traditional Government, Nome Eskimo Community, Aztec, Maya, etc.*

Asian – *Provide details below.*
 Chinese Asian Indian Filipino Vietnamese Korean Japanese
Enter, for example, Pakistani, Hmong, Afghan, etc. _____

Black or African American – *Provide details below.*
 African American Jamaican Haitian Nigerian Ethiopian Somali
Enter, for example, Trinidadian and Tobagonian, Ghanaian, Congolese, etc. _____

Hispanic or Latino – *Provide details below.*
 Mexican Puerto Rican Salvadoran Cuban Dominican Guatemalan
Enter, for example, Colombian, Honduran, Spaniard, etc. _____

Middle Eastern or North African – *Provide details below.*
 Lebanese Iranian Egyptian Syrian Iraqi Israeli
Enter, for example, Moroccan, Yemeni, Kurdish, etc. _____

Native Hawaiian or Pacific Islander – *Provide details below.*
 Native Hawaiian Samoan Chamorro Tongan Fijian Marshallese
Enter, for example, Chuukese, Palauan, Tahitian, etc. _____

White – *Provide details below.*
 English German Irish Italian Polish Scottish
Enter, for example, French, Swedish, Norwegian, etc. _____

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 Nondiscrimination Program at (984) 236-1200, or by email at titlevi@ncdot.gov. Thank you for your participation!



**NCDOT - Environmental Analysis
Unit
Attn:
1598 Mail Service Center
Raleigh, NC 27699-1598**

**NCDOT - Environmental Analysis Unit
Attn:
1598 Mail Service Center
Raleigh, NC 27699-1598**

Meeting Type:	Date:
Location:	
TIP No:	
Project Description:	

**I-2513 B & D
PUBLIC MEETING RENDERINGS**

11 Renderings offering different 3D views of the project were presented at the public meeting. The images presented small here are viewable full size at: <https://www.ncdot.gov/projects/asheville-i-26-connector/Pages/photos-videos.aspx>



Emma Road Area - This is an aerial view from Emma Road area looking southeast toward proposed I-240 realignment.



Bowen Bridge Area - This is an aerial view just south of Bowen Bridges facing north along French Broad River.



Riverside Drive Area - This is an aerial view from French Broad River facing north along I-26 and Riverside Drive toward Broadway Street Interchange.



Hill Street Area - This is an aerial view from Hill Street area looking southwest toward I-240 realignment.



River Arts District Area - This is an aerial view from River Arts District looking northwest



Regent Park Boulevard Area - This is an aerial view from Regent Park Boulevard facing east toward I-26/Patton Avenue Interchange.



Vandalia Avenue Area - This is an aerial eye view from Vandalia Avenue area facing south along I-26 toward Haywood Road Interchange



Canoe View - View from a canoe on the French Broad River facing north toward proposed I-26 bridges.



Hillcrest Area - This is an aerial view from the Hillcrest Community toward the proposed traffic circle at Hill Street



Hill Street Area - This is an aerial view from the Bowen bridges toward the Hill Street area.



Haywood Road Area - This is an aerial view from just north of Haywood Road facing south toward the Haywood Road interchange.

Following the I-2513 B&D Public Meeting on April 24, 2025, there were 2,374 people providing 8,776 comments received through September 2025. Over half the commenters were participants of the I-26 Coalition and American Institute of Architects, Western NC. Since the public meeting, NCDOT has met with the Coalition/AIA leadership to further explore these topics, and the responses below reflect that coordination.

Responses to the comments are organized into the following overarching topics:

1. I-26 over Patton Avenue
2. Too Many Lanes/I-240/Traffic Related Comments
3. Hill Street Area
4. Haywood Road Area
5. Bikability/Walkability
6. Safety
7. Property Impact Inquiries
8. Hazel Mill Road
9. Additional Public Input Needed
10. Noise
11. National Environmental Policy Act (NEPA) Compliance
12. General Opposition to the Proposed Project
13. General Support for the Proposed Project
14. Health Concerns
15. Landscaping
16. Homeless Encampments
17. Montford Hills
18. Website
19. General Questions



1) I-26 over Patton Avenue

2,231 comments fitting one or more of the following categories:

- How/Why did NCDOT withdraw from the plan to put I-26 under Patton Avenue
 - Bait and Switch/Lack of Transparency
 - DOT went back on their promise
 - Public Input was too late to affect design
- Safety, aesthetics and noise concerns
- Request for Security cameras/police pull boxes/plantings
- Walkability/bikability
- What plans are there for bus shelters?
- The project blocks rebuilding downtown Asheville
- Do not add lanes to Patton Avenue
- Patton Avenue, a city street, should not be a divided highway
- Eliminate Resort Drive
- Welcome to Asheville signage
- Daylighting streams along Patton Avenue, Saratoga Street and Edgar Street
- Add left turn out of Regent Park Blvd.
- Can you estimate the total cost savings from all the low hanging fruit you have described related to limiting lanes, reducing lane widths, 6 lanes only, eliminating unneeded shoulders, etc.?
- Westgate Plaza access

NCDOT Response

How/Why did NCDOT withdraw from the plan to put I-26 under Patton Avenue?

The Department shortlisted three Design-Build teams to pursue this project following a comprehensive process outlined in the Department's Request for Proposal (RFP) guidelines. Each team submitted a proposal that included their design, cost estimate, and all other required documentation. These proposals were evaluated in accordance with the RFP criteria which include quality and price, with Archer Wright Joint Venture (AWJV) Design-Build Team selected as the winning team.

As with all Design-Build project pursuits, the AWJV Design-Build Team evaluated multiple alternatives for the entire project in accordance with the Department's RFP and supporting materials. After considering several options for the I-26/Patton Avenue interchange, AWJV determined that realigning I-26 over Patton Avenue would provide several key advantages. These included reduced utility impacts, enhanced public safety, a shorter construction schedule, and a lower risk of project delays. This innovative realignment became a central feature of AWJV's design and significantly minimized traffic phasing compared to the original concept of routing I-26 beneath Patton Avenue. As allowed under the RFP guidelines during procurement, AWJV submitted this realignment as an Alternative Technical Concept (ATC) for the Department's review. Upon recognizing the benefits of the ATC, the Department approved this ATC, and AWJV incorporated the concept into their final proposal. Due to the shift in design and the long-standing support for the I-26 under Patton Avenue configuration outlined in the 2018 preliminary plans, the inclusion of this ATC (Alternative Technical



Concept) in AWJV's final proposal negatively affected its technical score in the quality evaluation. However, AWJV's proposal also included several strengths—most notably, a lower bridge profile over the French Broad River and a significantly lower overall cost (approximately \$190 million less than the next lowest bid). These advantages ultimately led to AWJV being selected as the winning team.

It is important to note that NCDOT procurement guidelines require strict confidentiality regarding the designs and communications of all shortlisted teams. This confidentiality is a critical component of maintaining the integrity of the competitive bidding process. All teams' creative concepts and preliminary designs, including Alternative Technical Concepts (ATCs), are kept confidential throughout the process.

Even with the cost savings associated with the I-26 over Patton Avenue ATC, AWJV's winning bid still exceeded the available project funding. This prompted an optimization and refinement process that reduced the overall cost by approximately \$125 million. Key changes included narrowing shoulder widths, eliminating an interchange on the east side of the French Broad River, and redesigning the Hill Street area. In addition to lowering costs, these modifications also helped minimize impacts and better aligned the project with the City of Asheville's long-term redevelopment vision for Patton Avenue.

Safety, aesthetics, and noise comments associated with I-26 over Patton Avenue

- The underside of proposed highway underpasses invites crime and homelessness, creating safety concerns for pedestrians and bicyclists
- Lighting

The North Carolina Department of Transportation (NCDOT) is working closely with local stakeholders to address key concerns raised during the 2025 Public Meeting. Current efforts are focused on refining the proposed I-26 overpass design. Priorities include enhancements to safety, aesthetics, and feasible and reasonable noise abatement, while also exploring economic and community-friendly features such as lighting, public-use spaces for art and recreation, and other contextual improvements. NCDOT remains committed to continued collaboration with the community throughout the project.

In line with that commitment, the Department has undertaken several initiatives in response to a May 22, 2025, letter from the Mayor of the City of Asheville and the Chair of the Buncombe County Commissioners. These efforts have included multiple community engagement activities as the project continues to move forward.

The Aesthetic Advisory Committee was reconvened—under the coordination of the City of Asheville—to evaluate proposed aesthetic improvements to the I-26 overpass. The committee included the original members who developed the aesthetic guidelines for the project. Meetings were open to the public, and opportunities for public comment were provided throughout.

As a result of these discussions, NCDOT committed funding for several design enhancements at the interchange. The estimated total cost for these improvements is **\$1,159,000**.



<u>Aesthetic Enhancement</u>	<u>Cost to the Department</u>
Additional pedestrian lighting under the I-26 Overpass to be installed and maintained by NCDOT	\$74,000
Conduit installed for future decorative lighting to be installed and maintained by City of Asheville (COA)	\$32,000
Vertical abutment for the I-26 Overpass Bridge	\$593,000
Cost of standard form liner with Multi-Color Stain for bridge barrier wall	\$235,000
Installation of sleeved attachment points in outside girders to allow for future public art installation on the bridge	\$25,000
NCDOT will investigate and install alternative bridge joints on the Patton Avenue Overpass to attempt to reduce noise under the bridge.	\$200,000
Total:	\$1,159,000

In addition to NCDOT’s contributions, cost savings from the reduced project footprint allowed the City of Asheville to repurpose previously committed aesthetic funds toward additional improvements.

<u>Aesthetic Enhancement</u>	<u>Reallocated Funds from COA</u>
Upgrade to custom form liner design	\$74,100
Widening of the MUP from the Bowen Bridges to under the I-26 Overpass to 18’	\$277,000
Total:	\$351,100

All enhancements to the proposed I-26 Overpass at Patton Avenue were formally approved by the AAC. These will be presented to Asheville City Council and incorporated into the construction contract with the Archer-Wright Joint Venture as an amendment to the previously approved aesthetic guidelines via a supplemental agreement.

Request for Security cameras/police pull boxes/plantings that avoid hiding places

Additional measures such as security cameras, police pull boxes and plantings that avoid hiding places are items that could be addressed by the City of Asheville following completion of construction.

Walkability/bikability

The proposed design includes a multi-use path (MUP) along the south side of Patton Avenue and a sidewalk/MUP along the north side. Based on the city’s preference, bus shelters are being placed next to the road in front of the MUP.



What plans are there for bus shelters?

NCDOT is currently working with the City of Asheville on designs to replace all bus shelters impacted by the footprint of the project.

The project blocks rebuilding downtown Asheville

During Optimization and Refinement at the request of the City of Asheville the I-240/Patton Avenue interchange was eliminated to reduce right of way impacts compared with the previous design, potentially allowing more right of way to be disposed of or activated for other purposes. Recent coordination with the Asheville Aesthetics Committee, American Institute of Architects, I-26 Coalition, FBRMPO, and elected officials, identified the future activation of retained right of way, such as through lease agreements, and the disposal of surplus right of way, as potential mitigation.

Do not add lanes to Patton Avenue

The current proposed design has the same number of through lanes as Patton Avenue currently has. Merging lanes and turn lanes have been added where required. There are ongoing discussions with the City of Asheville regarding the typical section of Patton Avenue east of the Bowen Bridges.

Patton Avenue, a city street, should not be a divided highway

Because the Bowen Bridges are being retained, the space between them requires a median. The median is eliminated on both sides as quickly as safe design allows.

Eliminate Resort Drive

Resort Drive provides the primary access to multiple businesses. The access will be retained.

Welcome to Asheville signage

The City of Asheville can discuss the possibility of signing with NCDOT after completion of the project through encroachment.

Daylight creeks near Patton Avenue, Saratoga Street and Edgar Street

Saratoga Street and Edgar Street are both beyond the limits of this project. Decisions regarding impacts to all streams are coordinated with the appropriate environmental agencies.

Add left turn out of Regent Park Boulevard

Access traveling east on Patton Avenue is offered through the turnaround bulb. Safety/traffic implications led to prohibiting left turns out of Regent Park Boulevard.

Can you estimate the total cost savings from all the low hanging fruit you have described related to limiting lanes, reducing lane widths, 6 lanes only, eliminating unneeded shoulders, etc.?

The total cost savings is \$124 million.



Maintain Westgate Plaza access

The proposed ramp for the Patton Avenue/ I-26 interchange is too close to Cliff Street to leave it open. Cliff Street is part of a loop around the plaza needed for tractor trailer ingress and egress. Since the April 2025 Public Meeting, NCDOT explored multiple design variations to re-create the tractor trailer access without taking any businesses. Unfortunately, to achieve the turning radii needed for the tractor trailers, the relocation of the business at the front of the plaza was not avoidable.



2) Too Many Lanes/I-240/Traffic Related

1,929 Comments fitting one or more of the following categories:

- Concern that the number of lanes is unnecessary
- The originally proposed 6 lanes ballooned to 14 total lanes
- Emphasis needs to be shifted away from highway users and toward desires of the community, incentivize less car use through bike and strong public transit
- Induced travel demand
- Pursue Travel Demand Management (TDM) options instead of additional lanes
- Lower the speeds on I-240
- Desire to reconnect Clingman Avenue to I-240
- Reduce the number of interchanges and associated weaving problems to reduce congestion
- Can traffic counts be released to the public with an explanation
- Were the most accurate, updated traffic estimates used?
- Opposition to adding more lanes to I-240. We are facing a climate crisis and need to incentivize less car use through greater use of bicycles and public transit.
- The new plan underestimates the amount of local traffic that uses I-240 to access west Asheville via Patton Avenue.

NCDOT Response

Number of lanes

I-26 has a basic 6-lane cross section (three lanes in each direction) between I-40 and the new I-240 interchange north of Patton Avenue. It then reduces to a basic 4-lane cross section (two lanes in each direction) across the French Broad River, where it connects to the planned 8-lane cross section approved by the FBRMPO in their 2045 Metropolitan Transportation Plan (MTP). Throughout much of the project each direction exceeds the basic number of lanes due to ramps, merges and tapers. The design was developed to safely and efficiently accommodate the projected traffic volumes and allow for adequate signing of the corridor in accordance with the requirements of the Manual on Uniform Traffic Control Devices (MUTCD).

Reduce car use

I-2513B & D is building a parallel Multi-Use Path (MUP) along every major route in the project and dedicated bike lane in addition to the MUP in select areas while restoring any transit options impacted. This will provide enhanced pedestrian and bike access downtown and throughout the project area and maintain strong transit options.

Induced travel demand

The French Broad River Metropolitan Planning Organization (FBRMPO) travel demand model was utilized to develop future year traffic volumes based on the planned growth with future land use as approved by the City of Asheville and the French Broad River Metropolitan Planning Organization (FBRMPO). The 2045 Build forecast does show higher volumes of traffic on I-26 compared with the no-build scenario due to the improved operations provided by the project.



Pursue Travel Demand Management (TDM) options

TDM is a valuable component of transportation planning in Asheville, but TDM measures alone would not meet the purpose of and need for the project. TDM measures would not substantially reduce peak hour traffic and would not provide adequate relief of congestion along the project facilities. Additionally, the TDM alternative would not provide the system linkage along the I-26 Corridor that meet the project purpose and need. Therefore, TDM was not considered reasonable and feasible for this project.

Lower the speeds on I-240, remove interstate designation from I-240

This is possible but it is a long process. To lower the speeds and remove interstate designation on I-240, the City of Asheville would have to submit a request for NCDOT and the Federal Highway Administration (FHWA) to consider.

Reduce the number of interchanges

The Interchange Access Report was produced based on industry and FHWA standards for interchange access. The Optimization and Refinement process has reduced the total number of interchanges by one. Further reductions would reduce the effectiveness of the remaining interchanges and the Interstate system to move external traffic through Asheville.

Can traffic counts be released to the public with an explanation?

NCDOT maintains a publicly available GIS map with traffic counts that can be found below:

[Interactive Traffic Volume Map](#)

Were the most accurate, updated traffic estimates used?

The traffic forecast was determined based on industry and FHWA standards for traffic demand. The traffic forecast utilized existing traffic counts and the FRBMPO travel demand model to develop future year traffic volumes based on the planned growth with future land use approved by the City of Asheville and the FRBMPO.

Opposition to adding more lanes to I-240. We are facing a climate crisis and need to incentivize less car use through greater use of bicycles and public transit.

The through lanes match the existing through lanes, two in each direction. The remaining lanes shown on the plans are auxiliary lanes connecting ramps. The project proposes building sidewalks and multiuse paths on every major route throughout the project. NCDOT is in coordination with the City of Asheville to replace or maintain bus shelters along Patton Avenue.



The new plan underestimates the amount of local traffic that uses I-240 to access west Asheville via Patton Avenue.

The traffic forecast was based on existing traffic counts, the FBRMPO travel demand model and planned growth with future land use as coordinated with the City of Asheville and the FBRMPO. The 2045 build year forecast projects that greater than 60 percent of the traffic on westbound I-240 is destined for I-26 eastbound towards West Asheville and points further east/south, with less than 40 percent heading north/west on I-26. The daily volumes from I-240 Westbound to Patton Avenue are projected to be 8,900 vehicles per day and can be served adequately by the single lane ramp.



3) Hill Street Area

2,004 comments fitting one or more of the following categories:

- Roundabout at Atkinson Street and Courtland Avenue
 - Heavy right of way impacts to Courtland Avenue
 - Revert to previous design
 - Is there still a plan to build a bridge connecting Hillcrest Apartments to Atkinson Street?
 - Reduce traffic circle impact on Courtland Avenue
 - Shift the proposed bridge to connect with Issac Dickson Elementary School entrance
- Roundabout at Riverside Drive and Atkinson Street
- Elimination of existing I-240/Patton Avenue interchange will force traffic onto local roads like Montford Avenue with negative impacts.
- The design is hostile to Hill Street community

NCDOT Response

Roundabout at Atkinson Street and Courtland Avenue

The City of Asheville requested a roundabout at the intersection of Atkinson Street and Hill Street.

During coordination with the I-26 Coalition, other possible crossing locations were considered but there is elevation difference making maintenance of traffic difficult and impacts and construction costs higher whereas the location proposed in the design has nearly uniform elevation.

Following feedback from the I-26 Coalition/AIA-WNC, NCDOT evaluated three alternatives: A four-way stop in place of the roundabout.

- A modified roundabout at the originally planned location with reduced impact on adjacent properties.
- A realigned structure with the roundabout located at Isaac Dickson School Road was evaluated in addition to the problems described above. This location had safety concerns for pedestrians and concerns about queuing at the roundabout.

The I-26 Coalition/AIA-WNC expressed a preference for the modified roundabout design. This alternative preserves connections to the Hillcrest community and retains pedestrian and vehicle safety benefits of the roundabout, while reducing impacts to properties along Courtland Avenue compared to the original design.

Roundabout at Riverside Drive and Hillcrest Connector

The team has explored a roundabout at this location. Due to right of way constraints with Hillcrest Apartments and the Norfolk Southern Railroad the concept was not pursued.



Elimination of existing I-240/Patton Avenue interchange will force traffic onto local roads like Montford Avenue with negative impacts.

The design increases the storage on the Montford Avenue ramp to accommodate additional traffic from the removal of the interchange. During the Optimization and Refinement period, these tradeoffs were made clear during local government coordination and resulted in local government preference for the current design.

The design is hostile to the Hill Street community

The design presented at the 2018 Public Meeting resulted in more direct impacts to Hill Street and multiple residential relocations. The current design presented at the April 2025 Public Meeting results in minimizing those direct impacts and eliminating the relocations.



4) Haywood Road Area

1,988 comments fitting one or more of the following categories:

- Burton Street intersection – allow left onto Haywood Road
- Restore Hanover Street ramp access
- Reduce the footprint of the proposed interchange
- Impacts on businesses/local economy
- Can we extend bike/pedestrian route across the bridge to Burton Street
- Extend MUP's through Burton Street/Haywood Road intersection
- A left turn is needed at the intersection of Haywood Road and Burton Street. Could a traffic circle be used at intersection of Haywood Road and Burton Street?
- Keep the existing exit onto Hanover Street instead of widening and existing directly onto Haywood Road
- Eliminate the Haywood Road interchange
- What will the end of Hanover Street look like
- Haywood Road interchange suburban design isn't needed. It's hostile to bikes/peds. It should be less car friendly.
- Keep I-26/240 at lower grade through East/West Asheville and Burton Street Communities to minimize visual and sound impacts on residents.
- Are there still plans to build a new bridge for Atkinson Street from Hillcrest Apartments to Hill Street?
- Will there still be access into the interstate at the bottom of Hill Street where Hill and Riverside Drive connect?
- Keep Houston Street and Courtland Avenue traffic slow and the community walkable to the RAD and school
- Request NCDOT to direct Duke Energy to explore other options for the tower and power line relocation at the end of Courtland Place.
- Request NCDOT to direct Duke Energy to explore other options for the tower and power line relocation at the end of Courtland Place
- Connect new Hillcrest perimeter road from Patton Avenue to Trade Street, connect Park Avenue, North Street and Jefferson Drive to Patton Avenue.

NCDOT Response

Burton Street Intersection/ Allow left onto Haywood Road

The Design-Build Team evaluated the possibility of allowing a left turn onto Haywood Road. Due to its proximity to the planned interstate ramp signal and associated safety concerns, the intersection will remain a right-in/right-out configuration, as proposed in both the 2018 plans and current design.

Restore Hanover Street ramp access

In both the 2018 and current designs, the connection from Hanover Street to Haywood Road is removed. This portion of the work is tied to the I-2513AC project, scheduled for bid in November 2026. NCDOT has committed to exploring options to retain limited connectivity in the I-2513AC design and will continue discussions with AIA and the I-26 Coalition.



Reduce the footprint of the proposed interchange

The Design Build Team confirmed that the current bridge length is necessary to maintain I-26/I-240 traffic during construction. Traffic modeling confirmed that reducing to one lane in each direction would result in delays and compromise emergency response times.

Impacts on businesses/local economy

See Response 11, NEPA Compliance/Environmental Analysis, Effects on Economy and Urban Planning

Can we extend bike/pedestrian route across the bridge to Burton Street?

The bridge includes sidewalks and bicycle lanes on both sides.

Extend MUP's through Burton Street/Haywood Road Intersection

The design will have 5-foot bike lanes on Haywood Road in each direction as well as sidewalks on either side of Haywood Road. An additional MUP footprint would have greater right of way impacts.

A left turn is needed at the intersection of Haywood Road and Burton Street. Could a traffic circle be used at intersection of Haywood Road and Burton Street?

Traffic analysis and safety required extending the median to prevent left turns. Because the businesses are close to the road, there is not enough space to introduce a traffic circle without additional relocations.

Keep the existing exit onto Hanover Street instead of widening and exiting directly onto Haywood Road

The design of the existing ramp is substandard. The decision to remove the exit ramp connection to Hanover Street was based on improving safety and would take traffic directly to Haywood Road and from the neighborhood street.

Eliminate the Haywood Road Interchange

The Haywood Road interchange serves thousands of homes and businesses. Permanent removal of the interchange would result in difficult access to the same homes and businesses, clogging adjoining routes and interchanges.

What will the end of Hanover Street look Like

The connection of Hanover Street to Haywood Road will be disconnected as part of I-2513AC, with a dead end introduced just short of Haywood Road. NCDOT has committed to exploring options to retain limited connectivity in the I-2513AC design and will continue discussions with AIA and the I-26 Coalition.

Haywood Road interchange suburban design isn't needed. It is hostile to bikes/peds. It should be less car friendly.

The design choices must be consistent with both vehicular and bicycle/pedestrian needs. Both bicycle and pedestrian accommodations will be included through the interchange area.



Keep I-26/240 at a lower grade through East/West Asheville and Burton Street Communities to minimize visual and sound impacts on residents.

The grades on the proposed design are at or slightly below the existing elevations near Haywood Avenue.

Are there still plans to build a new bridge for Atkinson Street from Hillcrest Apartments to Hill Street?

A new bridge is being constructed at this location accommodating pedestrians and vehicles.

Will there still be access into the interstate at the bottom of Hill Street where Hill Street and Riverside Drive connect?

There is no longer a direct connection. Interstate Access will be provided at the reconstructed interchange for I-26 and Patton Avenue and the existing interchange at Montford Avenue.

Keep Houston Street and Courtland Avenue traffic slow and walkable to the River Arts District and school

The posted speed limits for the network of streets around the Hillcrest connector from Patton Avenue to Riverside Drive will have a posted speed limit of 25 mph including connecting streets. In addition, pedestrian and bike connectivity are being provided by bike lanes and multi-use paths.

Request NCDOT to direct Duke Energy to explore other options for the tower and power line relocation at the end of Courtland Place.

NCDOT and the adjoining utilities are seeking every reasonable measure to avoid and minimize impacts. Unfortunately, some relocations are unavoidable.

Connect new Hillcrest perimeter road from Patton Avenue to Trade Street, connect Park Avenue, North Street, and Jefferson Drive to Patton Avenue.

These proposed connections are outside the scope of the project.



5) Bikability/Walkability

104 comments fitting one or more of the following categories:

- Where are Bike/Ped accommodations included?
- Overall Bike/Ped Considerations
 - Incorporate pedestrian and bicycle accommodations throughout the project
 - Integrate barriers lighting and rails for safety
 - Incorporate traffic calming along Patton Avenue to promote more walkable/bikeable conditions
 - 14-foot multi use paths
 - Slower speeds on road
 - Recommend striped bike lanes
 - Improve crosswalks with pedestrian islands
 - Incorporate bike lanes/protected bike infrastructure
- E-bikes are too fast for bike facilities
- Continued Bike/Ped connection to the River Arts District
- Will there be access to the greenway (MUP) near old FedEx building?
- Why is the way the Clingman Avenue foot bridge connects into Montford Community being changed?

NCDOT Response

Where are Bike/Ped accommodations included?

Either sidewalks or multiuse paths (MUP's) or both are included along every segment of the project as decided upon in collaboration with NCDOT and the City of Asheville. There are MUP's along I-26 Riverside Drive, the Hillcrest Connector, and Patton Avenue that range from 10 to 18 feet wide. The locations of these facilities are illustrated in the public meeting maps viewable on the project website.

The funding for the project is only available within the limits or scope of the project. Requests for additional Bike/Ped facilities outside the limits of the project cannot be addressed by the project.

Overall Bike/Ped Considerations

All decisions about widths, speeds, bike lanes vs. bike paths, location, limits, etc. are made in collaboration with the City of Asheville. This is reflected in the form of the proposed sidewalks, multiuse paths, high visibility crosswalks and pedestrian refuges that are currently incorporated throughout the project. The Department is currently engaged in an additional City-coordinated meeting to review intersection designs throughout the corridor, with a focus on pedestrian and multimodal connectivity.

E-bikes are too fast for bike facilities

The regulation of e-bikes along bicycle and pedestrian facilities would fall to the City of Asheville.

Continued Bike/Ped connection to the River Arts District?

Yes, the bike/ped connectivity has been maintained in the current design.



Will there be access to the greenway (MUP) near the old FedEx Building

There will be multiple access points along the multiuse paths (MUP's) included in the project as coordinated with the City of Asheville.

Why is the way the Clingman Avenue foot bridge connects into Montford Community being changed?

The existing bridge is substandard due to deficient vertical clearance over I-240.



6) Safety

40 comments fitting one or more of the following categories:

- Lower speeds and reduce merging to improve safety of vehicular traffic
- Lighting
- Suicide protection on proposed bridges
- Westwood Place - less of a drastic/blind curve on

NCDOT Response

Lower speeds and reduce merging to improve safety for vehicular traffic

The design as it relates to both speed and merging, was developed to safely and efficiently accommodate the projected traffic volumes for each facility.

Speeds limits appropriate to the facility types have been applied. Most speeds match the existing. The new Hillcrest Connector from Patton Avenue to Riverside Drive will have a posted speed limit of 25 miles per hour.

As it relates to interstate speeds, to lower the speeds and remove interstate designation on I-240, the City of Asheville would have to submit a request for NCDOT and the Federal Highway Administration (FHWA) to consider.

Lighting

Additional lighting is being evaluated for the I-26 bridge over Patton Avenue. Overall lighting has been addressed based on feedback from the City of Asheville.

Suicide protection on proposed bridges

Regarding concerns of preventing suicides off the proposed bridges, NCDOT has followed the preferences of the City of Asheville in the design of the bridges and specifically regarding the rail designs.

Westwood Place - less of a drastic/blind curve

Westwood place is outside the scope of this project.



7) Property Impact Inquires

38 right of way inquiries were received during public involvement.

NCDOT Response

All individual inquiries have been forwarded to the NCDOT's Right of Way representatives to be addressed directly with the property holders.



8) Hazel Mill Road

39 comments received on the following topics:

- Something should be done about the “dangerous” connection between Craven Connector to Hazel Mill Road.
- The access from Hazel Mill Road to Patton Avenue should be maintained.

NCDOT Response

Something should be done about the “dangerous” connection between Craven Connector to Hazel Mill Road.

The referenced intersection is beyond the scope of the project. It is a city street and would need to be addressed by the City of Asheville.

The access from Hazel Mill Road to Patton Avenue should be maintained.

The design of existing connections from Hazel Mill Road to Patton Avenue are currently in discussions with the City of Asheville, I-26 Coalition and AIA.



9) Additional Public Input Desired

4 comments were received specifically about the need for additional public input:

- There need to be more public meeting opportunities
- Conduct comprehensive community outreach into impacted communities
- Extend the public comment period

NCDOT Response

Public involvement for this project extends back for the last 30 years. Comments following the 2025 Public Meeting addressed as part of this summary were through early September 2025 and NCDOT continues to receive comments on the public input website.

Over 1,900 of the 2,374 received were from the I-26 Coalition in collaboration with AIA Western, N.C. NCDOT met twice with representatives of this group in June 2025 and then again in July to discuss concerns that have been raised. The results of the coordination are reflected in the responses of this summary.



10) Noise

23 comments were received on the topic of noise fitting into one of the following categories:

- Noise wall requests/balloting
- Reducing traffic speed to reduce noise
- Post Hurricane Helene conditions
- Notification of property owners prior to noise studies

NCDOT Response

Noise walls are constructed where they meet feasibility and reasonableness criteria as defined in the NCDOT Traffic Noise Policy. Feasible and reasonable noise wall locations will be determined by noise modeling and engineering considerations as part of the development of the Design Noise Report (DNR). Once the DNR is complete (currently scheduled for Summer 2026), recommended noise wall locations will be communicated on the project website. At that time, property owners and tenants benefited by a noise wall recommended in the DNR will be balloted to determine if they support construction of the wall. Recommended noise walls that are supported by the benefited owners and tenants (that pass the balloting process) will be constructed.

Reducing traffic speed to reduce noise

Reducing the speed limit is not an effective way to reduce traffic noise. Even if a lower speed limit were consistently enforced, a 10-mph drop in speed limit, for example, would be expected to result in only a 1-2 decibel reduction in noise level, which is not perceptible to the human ear.

Post Hurricane Helene conditions

There are restaurants with exterior seating areas immediately adjacent to the French Broad River which were affected by Hurricane Helene. Noise modeling points were placed in those locations under the assumption that they will be rebuilt. There were no Hurricane Helene related impacts to residential areas that would affect noise modeling.



11) National Environment Policy Act (NEPA) Compliance

22 comments were received specifically on this topic in one or more of the following categories:

- The current design is not consistent with the NEPA report. What assessments were made of the effects of the current design?
- Not following NEPA
- Effects on economy and urban planning
- Request for Life Cycle Assessment

NCDOT Response

NEPA Compliance

All FHWA Environmental Impact Statement (EIS) NEPA Class of Action projects proceed to final design after the Record of Decision (ROD) is approved. For this project, final design is integrated into the Design-Build process.

Due to the amount of design changes that have occurred after the ROD was approved in May 2023, a reevaluation of the January 2020 Final EIS (FEIS) is being done. The reevaluation will identify and assess design changes and will document the determination of whether the changes would result in any significant impacts not previously disclosed in the FEIS and ROD. A supplemental EIS is required if there is a determination that the design changes would result in any new significant impacts; if not, a supplemental EIS is not required.

NCDOT is currently documenting differences in project impacts, including concerns raised through public involvement. This information will be submitted to FHWA, which will determine whether a Supplemental EIS is required.

Effects on economy and urban planning

Commenters inquired whether economic impacts were considered, particularly focused on effects to development potential in the Patton Avenue area. The ROD noted that the Selected Alternative had a low to moderate potential to indirectly cause land use changes or accelerate previously planned development throughout the identified probable development areas in the Future Land Use Study Area. Design changes since the publication of the ROD are consistent with this determination. Under the No-Build and Build scenarios, the pace and intensity of commercial and infill development along the corridor would be similar.

Alternative Technical Concept (ATC) Modifications to the I-26/Patton Avenue interchange reduced right of way impacts, potentially allowing more right of way to be disposed of or activated for other purposes. Recent coordination with the Asheville Aesthetics Committee, American Institute of Architects, I-26 Coalition, FBRMPO, and elected officials, identified the future activation of retained right of way, such as through lease agreements, and the disposal of surplus right of way, as potential mitigation. There are agreements for these measures for Patton Avenue east of the river where an interchange with I-26 was previously planned. In the area of the I-26/Patton Avenue interchange west of the river, NCDOT is committed to entering into municipal agreements with the city to activate available spaces wherever feasible. Potential uses include public art installations, green spaces, parking, skate parks, and other public amenities. This is consistent with a



recommendation contained in the Living Asheville Comprehensive Plan that underutilized rights-of-way are repurposed for urban redevelopment.

The various types of large-scale development are defined in the City of Asheville's Unified Development Ordinance (UDO). Review of the City of Asheville development tracker indicates there are no recently submitted or pending Level I, Level II, Major Subdivision, Conditional Zoning, or Conditional Use development projects along Patton Avenue west of the river or in the vicinity of the I-26/Patton Avenue interchange.

Review of existing land use and topography along Patton Avenue suggests there are challenges to creating a contiguous urban fabric of development along and adjacent to the Patton Avenue corridor west of the French Broad River. Higher intensity, transit-oriented development is more likely to develop or redevelop around existing nodes where relatively flat land and connectivity with adjacent residential areas makes dense development more feasible and cost-effective, instead of a more contiguous pattern of mixed-use development served by frequent transit stops.

Life Cycle Assessment

Although Life Cycle Assessments (LCA) are utilized to some extent within the European Union, they are not mandated, and therefore not widely used in the United States. Consequently, the use of LCA is not currently being considered for this project.



12) Opposition to the proposed design

There are 26 comments generally opposing the overall project. There are nearly 2,000 comments received opposing specific elements of the project addressed in topics 1 through 4.

NCDOT Response

Comments noted.



13) Support for the proposed design

There are 24 comments supporting the overall project.

NCDOT Response

Comments noted.



14) Health Concerns

19 comments were received on this topic in one or more of the following categories:

The proposed design will lead to:

- Noise pollution
- Air pollution
- Light pollution
- Increased runoff

NCDOT Response

Noise pollution

Noise abatement typically in the form of noise walls will be provided for impacts as required by the NCDOT Traffic Noise Policy where it is feasible and reasonable to do so.

Air pollution

The project is in Buncombe County, which has been determined to comply with the National Ambient Air Quality Standards (NAAQS). The proposed project is in an attainment area; therefore, 40 CFR Parts 51 and 93 are not applicable. This project is not anticipated to create any adverse effects on the air quality of this attainment area. This is consistent with the assessment presented in the ROD.

Light pollution

The lighting decisions are based on FHWA (and AASHTO?) interstate standards but are also based on coordination with the City of Asheville. Additionally, through formal consultation for federally protected species with the US Fish and Wildlife Service, FHWA and NCDOT committed to specific avoidance and minimization measures to reduce the effects of both temporary construction lighting and permanent post-construction lighting on federally protected bat species.

Increased runoff

As drainage leaves the project, all outfall locations must be evaluated to determine that the downstream receiving channel and property will not be adversely affected by increased discharge or erosion control from the upstream runoff.



15) Landscaping

12 comments were received on this topic in one or more of the following subtopics:

- Request large trees be planted as part of project landscaping to offset impacts from Hurricane Helene.
- Request for commitment to increase areas, appropriate grading for planting trees and native flora.

NCDOT Response

Due to presence of endangered species in the project area, NCDOT has a project commitment to coordinate with the US Fish and Wildlife Service and the City of Asheville on the trees and flora for this project. The reforestation/vegetation will be discussed in upcoming months with USFWS. This will include discussion of types of flora and locations where trees might be appropriate in the landscape in accordance with NCDOT Guidelines for Planting in the Highway Right of Way and Native Plant Policy



16) Homeless Encampments

7 comments are specific to homelessness although coordination with the I-26 Coalition has also raised this as an issue.

- Concerns regarding the I-26 Bridge over Patton Avenue creating a large, covered area for homeless encampments to overtake.
- There are concerns in general around the project with homeless encampments

NCDOT Response

NCDOT is in ongoing discussions with the City of Asheville to address homelessness concerns in and around the project. Encampments where they arise will be handled according to existing policies and agreements between the City of Asheville, the Asheville Police Department and NCDOT.

Concerns regarding the area in and around the proposed I-26 over Patton Avenue interchange are addressed in more detail in Response 1.



17) Montford Hills

3 comments were received on this topic in one or more of the following subtopics:

- Impacts to cultural heritage
- Loss of property value

NCDOT Response

NCDOT continues to work to minimize impacts to property and cultural resources where reasonable.



18) Website

4 comments were received on this topic in one or more of the following subtopics:

- What is the NCDOT Dashboard?
- Recommendation to include the renderings from the April 2025 Public Meeting on the on the website
- Are the current plans available for public review?

NCDOT Response

What is the NCDOT Dashboard?

The NCDOT Performance Dashboard is located at:

<https://www.ncdot.gov/about-us/our-mission/Performance/Pages/default.aspx>

Its function is to serve as an indicator of how well the department is doing in its mission of connecting people, products and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina.

Include Public Meeting Renderings on website

The project renderings have been added to the project website:

<https://www.ncdot.gov/projects/asheville-i-26-connector/Pages/default.aspx>

Are the current plans available for public review?

The plans are available for public review on the project website

<https://www.ncdot.gov/projects/asheville-i-26-connector/Pages/default.aspx>



19) General Questions

The following were questions not fitting into one of the response categories above:

- Amboy Road condition
- Emma Road is dangerous
- U-Turn at Regent Park Boulevard and Patton Avenue
- City maintenance and operating costs
- Fly around model
- Bowen Bridges multi use paths
- This project has already taken enough affordable housing in West Asheville
- Are the updated 'value engineered' Connector Plans available for public review or is a Freedom of Information Act (FOIA) request required to view the latest design development plans?

NCDOT Response

Amboy Road condition

Question - Amboy Road is a mess now when it rains. This will become worse once construction begins, 3 areas that flood: in front of the gas station (worse than historical), at the climbing gym where the ditch is full of mud, and between Upstream Way at the French Broad River Bridge where the developer still has the silt fence in ROW 5+ years after construction. *Response* - Amboy Road is in Section A of I-2513 which is not part of the I-2513 B & D sections addressed by this public outreach.

Response - Amboy Road is beyond the scope of I-2513. STIP project U-4739, scheduled to be Let spring of 2030, will address Amboy Road.

Emma Road is dangerous

Question – Emma Road is dangerous, particularly the single lane under the RR bridge. Will there be any improvements?

Response – a portion of Emma Road will be resurfaced to repair impacts from the project, but it is beyond the scope of the project to address any further issues.

U-Turn at intersection of Regent Park Boulevard and Patton Avenue.

Question - Is the U turn widening required on the south side of Regent and Patton Avenue if southbound left turns are allowed at the next intersection to the east?

Response - Access traveling east on Patton Avenue is offered through the turnaround bulb. Safety/traffic implications led to prohibiting left turns out of Regent Park.



City Maintenance and Operating Costs

Question - Many items of the project will incur ongoing (city) maintenance and operating costs. Is there a published division of responsibility for these costs and any estimating of annual costs to be borne by the city or county?

Response – A municipal agreement is being developed between NCDOT and the City to cover the items of concern. The agreement covers items the city will be responsible for like aesthetic treatments, lighting, sidewalks, multiuse paths and roadways. Contacting the city manager’s office is the best way to seek this information.

Fly Around Model

Question - Since static renderings show static views, please offer to the city, county and stakeholders a live model presentation allowing fly-around and fly-through views of the project. A bike rider's view, passing on the MUP under the I-26 Bridge over Patton Avenue would better inform the public. Other critical areas of the project could respond to questions from the audience, such as the Haywood Road Bridge or the approach to the Jeff Bowen Bridge from the East or West. We recognize the model is not fully developed to say an LOD 300, but even LOD 100 or 200 would better explain the project's impact on the community.

Response – While a fly around model will not be included for this project, NCDOT will consider this approach on future projects.

Bowen Bridges Multi Use Path

Question – The current rendering of the Jeff Bowen Bridges shows a multiuse path down the middle, but the designs show multiuse paths down the outsides.

Response – both the renderings presented at the public meeting as well as the ones presented to the I-26 Aesthetics Committee match the design shown at the public meeting. The design will include multiuse paths on the outside of either bridge.

This project has already taken enough affordable housing in West Asheville

The current design has reduced the overall impact on residential relocations and efforts continue to minimize impacts.

Are the updated ‘value engineered’ Connector Plans available for public review or is a Freedom of Information Act (FOIA) request required to view the latest design development plans?

The NCDOT Public Input website for I-2513 B and D has the plans from the Optimization and Refinement process.

The link to the plan is as follows: <https://publicinput.com/i26connector>



I-26 Citizens Coalition Recommendations for I-26 Connector Design Revisions **In collaboration with AIA Western North Carolina and the community of Asheville, NC**

I-26 Connector Project Background & Design Charrette Premise

The purpose and need for the I-26 Connector project is to separate highway and local traffic to facilitate efficient flow of traffic and goods along the I-26/240 Corridor.

The primary goal of the charrette was to identify areas of community concern and synthesize alternatives that are more favorable to the local environment and future vision of the community. This feedback reduces the risk of delays in project execution; increases project value to the community; and demonstrates cooperation with local residents, city officials, and state organizations.

Designed Areas of Interest (Primary intersections of highway traffic and local traffic):

1. Patton Avenue

Patton Ave to the West of I-26/I-240 serves as a corridor to New Leicester Highway and Emma. Pedestrian safety remains a core concern; [recent deaths](#) at the intersection of Patton and Louisiana Ave underscore the dangers of the current configuration. The exits from I-26/I-240 to Patton Avenue provide critical access to large commerce hubs (Sam's Club, Westgate Mall, etc.), West Asheville, and access to areas East of the river including River Arts District and Downtown.

Maintaining safe, efficient access to these hubs for both vehicles and pedestrian traffic is critical for the health, safety, and welfare of residents, business owners, and patrons in all of these communities. Adding traffic-calming mechanisms and designs on Patton Avenue westward towards Florida Ave and Louisiana Ave, including medians there, will improve safety.

Future plans for Patton Avenue extends downtown development along its corridor as it moves towards the French Broad River. This section of Patton Avenue has long been intended to be re-developed as a "gateway to downtown" with an urban-dense design (note: urban planning has evolved since the 25 year old design to remove medians and minimize crossing widths east of river) featuring vegetative barriers, bike paths, extended sidewalks, and increased streetfront living and commercial space. These designed features provide multimodal transportation and a safe, functional, and beautiful way to connect both sides of the river.

The I-26/240 expansion project will have an enormous impact on this area, and thus was a key area we focused on during the design charrette:

- a. **Proposal: Route I-26 below Patton Avenue**, align the new I-26 roadway with the existing underpass below Patton Avenue in order minimize trenching and avoid fiber optic infrastructure.

While both underpass and overpass designs are feasible, both have well-documented drawbacks: Trenching in the location indicated in the 2020 and 2025 designs would require major relocation of fiber optic and utility connections, which would lead to multiple, prolonged alterations to traffic patterns during construction. Conversely, the overpass design would pose fewer logistical phasing challenges, however, it would have a severe, negative impact on the surrounding community. An overpass of the scale proposed in Archer-Wright JV's design would jeopardize the health, safety, and quality of life of residents in nearby neighborhoods. Additionally, the noise and visibility of the elevated roadway would decrease nearby property values, crippling future development and depriving Asheville of valuable tax revenue. Lastly, the physical barrier of the overpass would limit opportunities for multi-modal transit as outlined in the city's comprehensive plan.

The design proposal aims to address the shortcomings of both previous designs by cleaving closely to existing grade and utilizing existing road structures, with minimal modifications as required to widen the roadway to an extent supported by trip count projection data. Through this approach, the design concept generated in the charrette provides several key improvements to the 2025 plan and aligns closely with the goals of the design studied in the 2020 EIS. The proposed design affords numerous additional benefits, including:

- i. By reducing speed limits on Patton Avenue on the west side of the river, the design makes it possible to tighten up entry/exit ramp positions. This measure shrinks the right-of-way, freeing up taxable and developable land and creating more functional intersections at Westgate and Hazel Mill Roads. These proposed intersection locations provide more safety for cars and pedestrians by eliminating required U-turns, providing more spacing between traffic lights, and minimizing grade changes at entry and exit ramps.
- ii. Opportunity to daylight small creeks near Patton, Saratoga Street, and Edgar Street.
- iii. Opportunity to change the Hazel Mill Rd configuration to reroute local traffic during construction via the existing Westgate bypass. The short-term impact would be increased traffic during construction, but the long-overdue improvements to Hazel Mill Road and the Craven Connector will satisfy neighborhood demands and have long-lasting positive

impacts. Hazel Mill Rd area improvements may require shared cooperation and responsibility between NCDOT and the City of Asheville.

- iv. Opportunity to keep I-26/240 at a lower grade as it passes through East/West Asheville and Burton Street neighborhoods, thus minimizing visual and sound impacts on residents.
- v. Ability to utilize existing stormwater/utility/traffic systems and minimize disruptions to the Hazel Mill and Westgate areas.
- vi. Removal of the planned I-26 overpass over Patton Ave. The proposed overpass would have negative impacts to the health, safety, and welfare of users in addition to renegeing on the long-standing design agreement between State organizations, local officials, and residents. An underpass equal to or better than the design in the RFP and FEIS would ameliorate these concerns.

Given these numerous benefits, the charrette design proposal for Patton Avenue interchange merits consideration by NCDOT's team. In addition, the community has expressed a great preference for I-26 passing beneath Patton Ave, which was demonstrated by a *Petition in Opposition of Proposed I-26 Overpass Design Re: Patton Ave in West Asheville*. This petition has gathered 1,923 signatures as of 5/24/2025. The charrette design proposal takes this strong community preference into consideration.

The preliminary proposed design has been included in the attached drawings. Please note that these will require further good-faith coordination between NCDOT and the city-appointed Design Task Force.

2. Haywood Road

Haywood Road is a vital and vibrant road in West Asheville. It is lined with shops, businesses, residences, and mixed-use development buildings. Haywood Road also currently crosses I-26/240. The proposed I-26/240 plan, as designed, will greatly impact Haywood Road and West Asheville during and after construction via property acquisitions, increased traffic flows, increased noise for residents, and significant grading changes that will affect existing stormwater systems.

- a. **Proposal #1: Maintain existing exit infrastructure on the East side of I-26 at Hanover St, limit I-26 to six lanes across**
 - i. Utilizes existing infrastructure, minimizing impact during and after construction.
 - ii. Maintains Hanover Street as a through street with a bus stop

- iii. Potential to utilize funds from the now-defunct Haywood Road bridge/interchange for community-supported design solutions
 - iv. Remove access to/from I-26/240 from the West side of the Haywood Road Bridge, impacts to property values and limiting through traffic in the predominantly residential neighborhood, promoting local traffic, as well as pedestrian and bike use.
- b. **Proposal #2: Remove all I-26/240 exits to and from Haywood Rd, limit I-26 to six lanes across at all points in Haywood Road area**
- i. Opportunity to completely separate local and interstate traffic in a dense residential area, promoting safety, lowering traffic density, and allowing for increased development in corridor.
 - ii. This proposal includes a “Haywood to Patton Business Boulevard” that would serve as a conduit directly from the Haywood Road area to the Patton Avenue business corridor. The intent of this boulevard would be to offset any potential traffic losses to local businesses on Haywood with the promise of more traffic from Leicester, Emma, Burton Street Neighborhood, etc. that currently have poor connectivity to the Haywood Road corridor.
 - iii. The proposed boulevard has potential to provide improved connectivity to the long-disconnected Burton Street Community
 - iv. The boulevard also provides an opportunity for streetfront development and beautification via landscaping and art in a space that would otherwise just be an interstate shoulder.
 - v. Opportunity to save the Meadows building from demolition, maintain the existing Hanover Street connection to the community, and save buildings near Brookshire Place/Pennsylvania Ave/Montana Avenue from demolition.
 - vi. This proposal also presents an opportunity to extend the proposed MUP south of Haywood Road via the newly-free space between I-26/240 and Hanover Street. The MUP could feasibly connect to State Street and then south to Carrier Park, creating a closed loop that could circle all of West Asheville, the RAD, and downtown (with several spurs in and around).

Design considerations from this proposal include the possibility of a waiver from residents/businesses or the State to lose interstate access from an established point, and the

feasibility of businesses such as Builders First Source to adjust their truck routes once local access to I-26/240 are eliminated.

3. Hill Street

The I-240 Hill St exits provide highway access to Riverside Drive, Hillcrest, and Montford neighborhoods. Recent changes to the configuration of the highways from the 2020 design have shifted project right-of-way boundaries into the Montford neighborhood along Courtland Ave.

a. Proposal #1: Revert to 2020 Design at Hill Street

- i. Addresses the combined issue of Courtland Ave and Hill St impacts
- ii. The traffic circle introduced in the 2025 design takes up valuable space in Montford, and the community would prefer to reduce this footprint to that shown in the 2020 design.
- iii. Improved school traffic along Montford and Hillcrest communities.
- iv. Potential to align with HillCrest apartment entrance.
- v. Prevent through-traffic from passing through the neighborhoods.
- vi. Will provide an opportunity for greenway connection to Riverside and Hill St.
- vii. Right-of-way extends sliver from the school and edge
- viii. Per the current design, the aerial right-of-way for Duke Energy's tower has expanded to claim several residential properties at the end of Courtland Place, which were not slated for acquisition in the 2020 plan. The charrette design proposes locating the tower, associated power poles, and the aerial right-of-way such that these properties are spared. Refer to attached exhibits for more information.

4. 240 Footprint

There are multiple access points for I-240 on the Northside of downtown Asheville. The proposed configuration in the 2025 design is 4 lanes of traffic in each direction east of the French Broad River, only reducing to three and then finally two lanes where the expanded roadway meets the untouched portion of 240 just east of the existing Clingman Avenue ramp. Participants in the charrette and via other public feedback we have received feel strongly that there are too many lanes of traffic in both directions in this portion of the project.

a. Proposal #1: Maintain maximum of 6 lanes of traffic throughout the length of the I-26 Connector

- i. Removing a lane of traffic in each direction from the current design significantly reduces the scope and impact of the project, potentially saving properties and substantial costs of paving, grading, and retaining walls.
- ii. The above reduction of lanes also provides an opportunity to maintain the existing Clingman Avenue access to 240E, which is a critical access

point for residents and workers accessing 240E from the River Arts District and downtown. Removing this access point would force drivers through downtown and access 240E via the small, congested access at the intersection of Haywood Street and O'Henry Avenue.

- iii. This proposal also provides an opportunity to minimize the bridge size at Atkinson/Hill Streets and should allow for traffic circles on both east and west sides of the bridge.

The following recommendations can be individually evaluated on their merits, but the intent is for all to be implemented together to enhance project outcomes. They are divided into two categories: design recommendations and policy recommendations.

Community Recommendations from Charrette

Design recommendations – physical changes to the layout and infrastructure

#	Description	Impacted Neighborhood(s)
D1	Eliminate some/all access to and from Haywood Road to I-26/240	East West Asheville, West Asheville
D2	Reduce lanes in Haywood Road/Burton street portion of I-26/240	East West Asheville, West Asheville
D3	Add a business boulevard connecting Patton Ave and Haywood Road	Emma, West Asheville, East West Asheville
D4	Connect Burton St. neighborhood streets to proposed business boulevard	Burton Street
D5	Add traffic calming measures (reduced speed limit, vegetated medians, minimized lane widths) to Patton Avenue from Leicester Highway to the Bowen Bridge. This is driven by the frequency of pedestrian injuries and deaths from vehicular traffic.	Burton Street, West Asheville, Emma
D6	Adjust traffic circle + Hill St intersection with Courtland Ave	Hillcrest, Montford, Downtown
D7	Maintain Patton Ave at grade and trench I-26 below Patton Ave	Hillcrest, East West Asheville, Emma, Burton Street
D8	Change lane pattern for Patton Ave to 26-N and 240-E to (3:2 split config) where middle lane can go either left or right.	West Asheville, East West Asheville, Burton Street, Emma
D9	Redesign Hazel Mill/Westwood Pl/Patton Ave/Westgate intersections and road design	East West Asheville
D10	Minimize overpass entry/exit ramps	West Asheville, East West Asheville, Emma, Burton Street

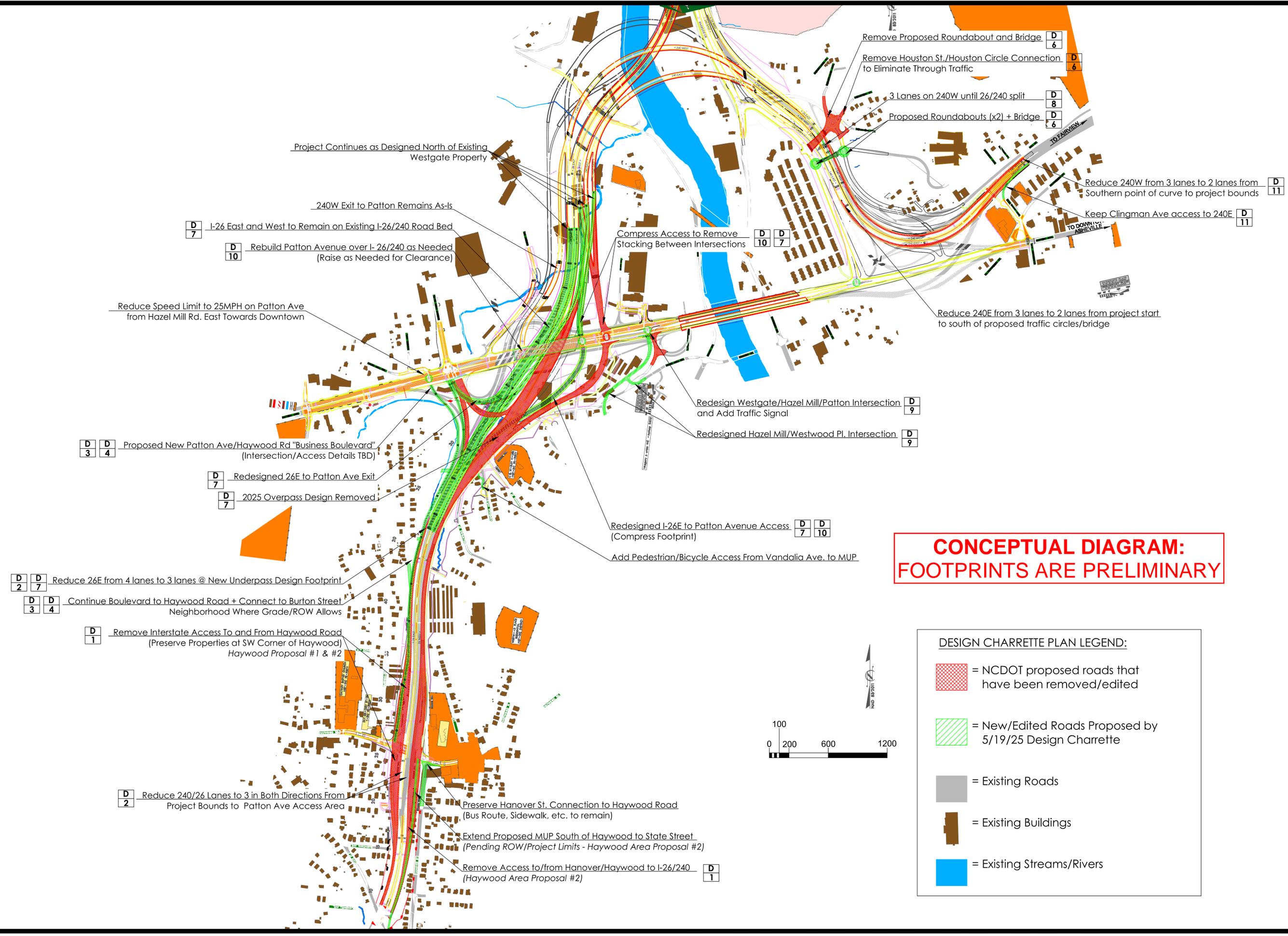
D11	Reduce 240 lane counts near downtown	Hillcrest, Montford, Downtown, RAD
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Policy / programmatic recommendations – rules, definitions, codes, standards, processes

#	Description	General Topic
P1	Downgrade I-240 from interstate to a business loop	I-240
P2	Terminate I-240 at I-26	I-240
P3	Definition of Patton Ave and Haywood Rd – street / local definition and speed limits NACTO?	Local streets
P4	Minimize material requirements to reduce spend on material and labor expenses.	Cost savings
P5	Minimize environmental impacts.	Air quality, sound/noise, streams, resiliency.
P6	Alternative Design Task Form must include community members with technical design expertise in addition to City of Asheville staff members.	Project feedback

We want progress, but need to do it together.

“if you want to go fast, go alone; if you want to go far, go together.”



D 2 D 7 Reduce 26E from 4 lanes to 3 lanes @ New Underpass Design Footprint

D 3 D 4 Continue Boulevard to Haywood Road + Connect to Burton Street Neighborhood Where Grade/ROW Allows

D 1 Remove Interstate Access To and From Haywood Road (Preserve Properties at SW Corner of Haywood) Haywood Proposal #1 & #2

D 2 Reduce 240/26 Lanes to 3 in Both Directions From Project Bounds to Patton Ave Access Area

Extend Proposed MUP South of Haywood to State Street (Pending ROW/Project Limits - Haywood Area Proposal #2)

Preserve Hanover St. Connection to Haywood Road (Bus Route, Sidewalk, etc. to remain)

D 1 Remove Access to/from Hanover/Haywood to I-26/240 (Haywood Area Proposal #2)

DESIGN CHARRETTE PLAN LEGEND:

[Red hatched box] = NCDOT proposed roads that have been removed/edited

[Green hatched box] = New/Edited Roads Proposed by 5/19/25 Design Charrette

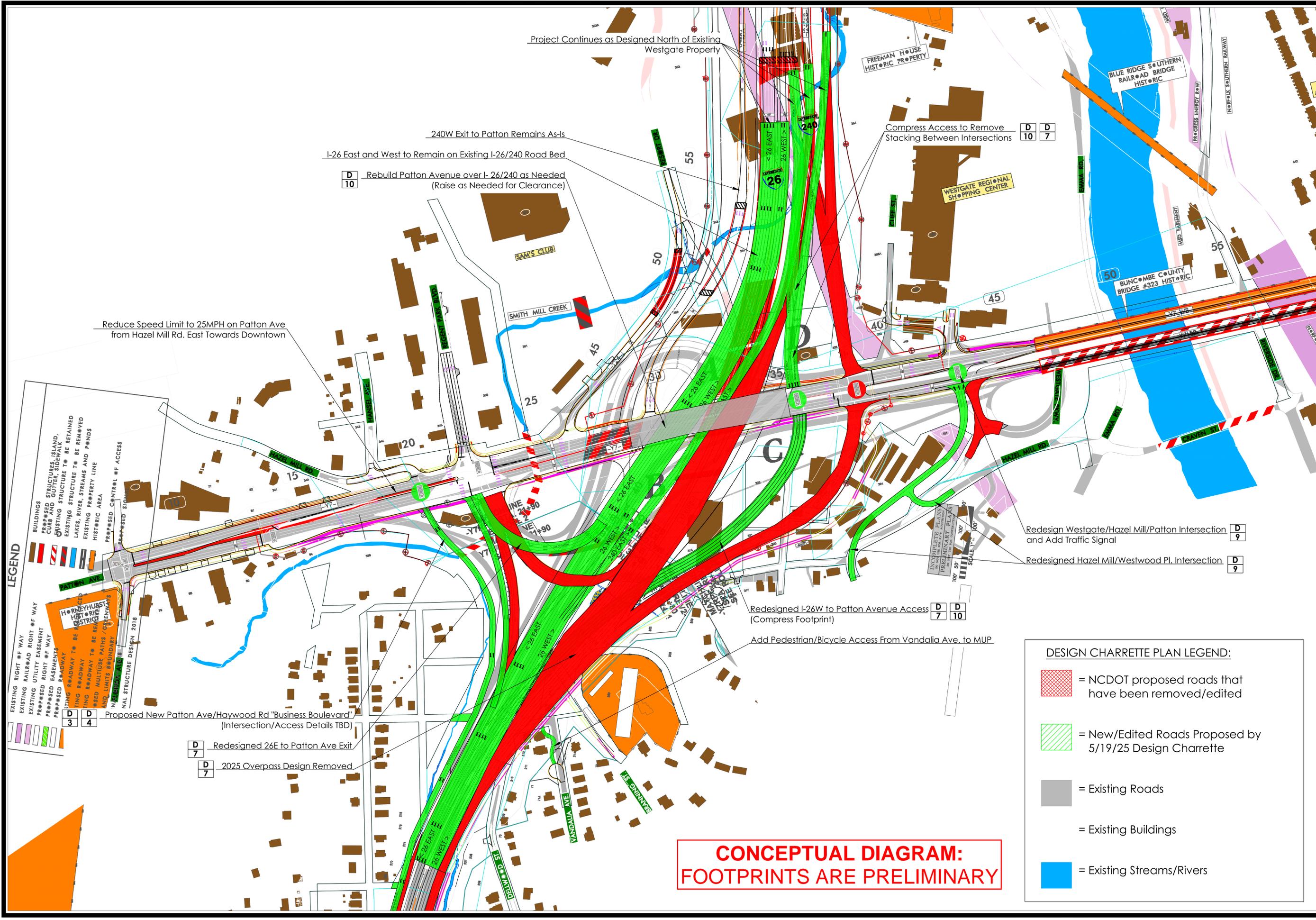
[Grey box] = Existing Roads

[Brown box] = Existing Buildings

[Blue box] = Existing Streams/Rivers

**CONCEPTUAL DIAGRAM:
FOOTPRINTS ARE PRELIMINARY**





- LEGEND**
- EXISTING RIGHT OF WAY
 - EXISTING RAILROAD RIGHT OF WAY
 - EXISTING UTILITY EASEMENT
 - PROPOSED RIGHT OF WAY
 - PROPOSED EASEMENTS
 - PROPOSED ROADWAY
 - EXISTING ROADWAY TO BE RETAINED
 - EXISTING ROADWAY TO BE REMOVED
 - EXISTING MULTIPLE PATHS / GREENWAYS
 - EXISTING PROPERTY LINE
 - EXISTING HISTORIC AREA
 - PROPOSED CONTROL OF ACCESS
 - PROPOSED SIGNAGE

- DESIGN CHARRETTE PLAN LEGEND:**
- = NCDOT proposed roads that have been removed/edited
 - = New/Edited Roads Proposed by 5/19/25 Design Charrette
 - = Existing Roads
 - = Existing Buildings
 - = Existing Streams/Rivers

**CONCEPTUAL DIAGRAM:
FOOTPRINTS ARE PRELIMINARY**

CONCEPTUAL DIAGRAM: FOOTPRINTS ARE PRELIMINARY

DESIGN CHARRETTE PLAN LEGEND:

-  = NCDOT proposed roads that have been removed/edited
-  = New/Edited Roads Proposed by 5/19/25 Design Charrette
-  = Existing Roads
-  = Existing Buildings
-  = Existing Streams/Rivers

- Remove Proposed Roundabout and Bridge

D	6
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- Remove Houston St./Houston Circle Connection to Eliminate Through Traffic

D	6
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- 3 Lanes on 240W until 26/240 split

D	8
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- Proposed Roundabouts (x2) + Bridge

D	6
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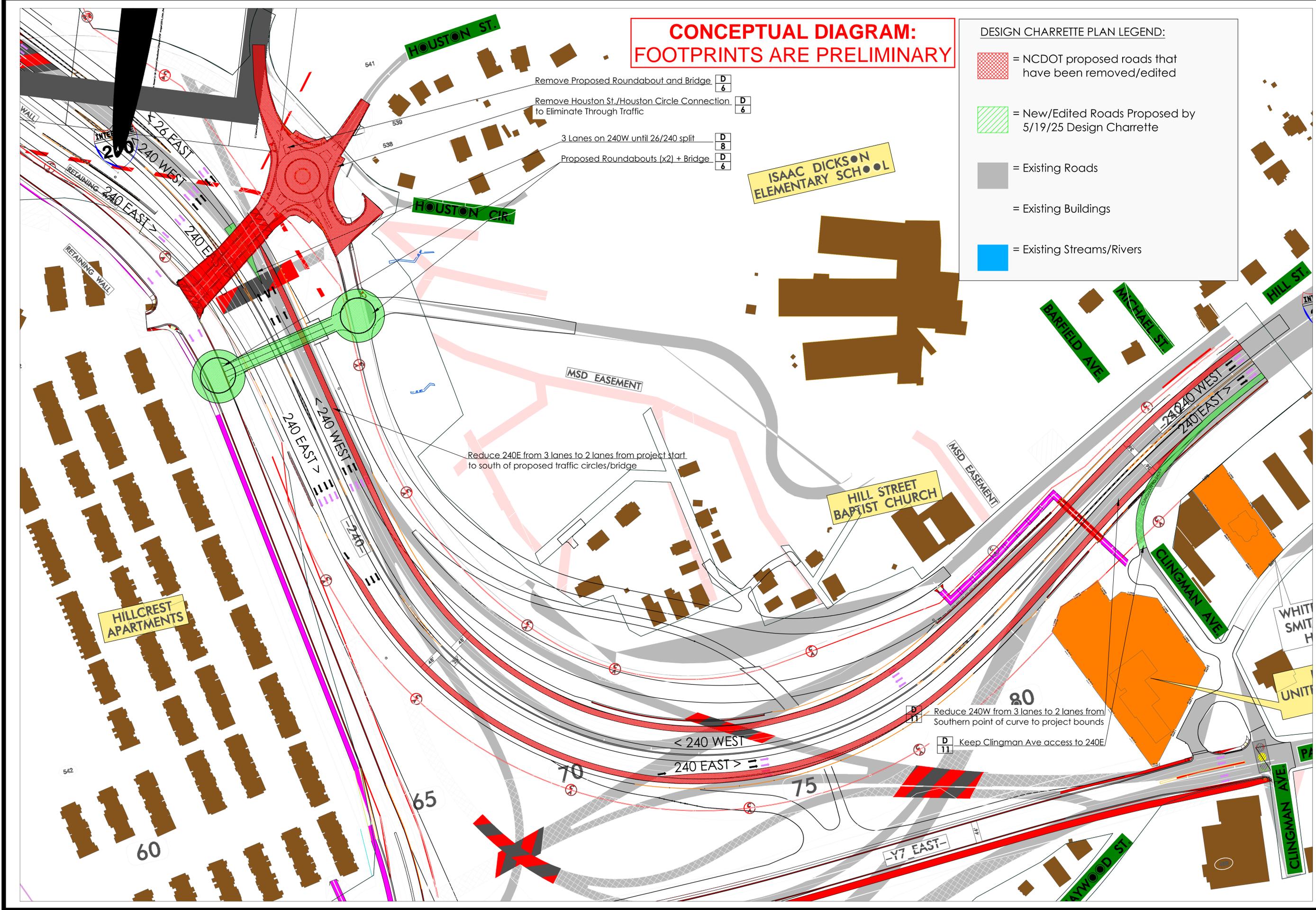
Reduce 240E from 3 lanes to 2 lanes from project start to south of proposed traffic circles/bridge

D	11
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 Reduce 240W from 3 lanes to 2 lanes from Southern point of curve to project bounds

D	11
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 Keep Clingman Ave access to 240E



I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

#	First name	Last name	Email	Zip code	Comments
1	Jonathon	Katzmarek	jkatzmarek3682@gmail.com	28801	You must stop this!
2	Brandee	Boggs	toomuchdadgumemail@gmail.com	28801	You have ruined enough for our community, please try doing the right thing, it might feel good for you!
3	Michael	Harney	mjharneyjr@gmail.com	28803	Wish we had also saved a lane for the train (light-rail)...from points north to south and east to west for easier tourism and travel to jobs with parking along the several stops that could be along the track. This is not the main issue for this week's meeting. I don't support a major 8 lane overpass. Stop killing our environment and habitat.
4	Micah Jean	Massey	romeparis52@gmail.com	28787	Why weren't the good citizens of Asheville and Buncombe County not notified of these changes beforehand?
5	Jeff	Santiago	jeffsantiagomusic@gmail.com	28806	Why were overpass plans kept secret for close to year?
6	Christopher	Tracy	chris.b.tracy@gmail.com	28806	Why the change?! There seems to be no good reason to create this massive eyesore in the redesign.
7	Katie	Nicholson	katienicholson87@yahoo.com	28801	When this project was started decades ago. The argument for it was that there would be significantly increased vehicular traffic on I-26 in the future. The traffic flow for the last few years has been half of what they projected it to be by now and the DOT is completely overbuilding without considering impacts to the physical separation of West AVL and downtown.
8	Claire	Siegel	seegs@ues.startmail.com	28806	What happened to an Asheville that encourages pedestrian and bike transit?? This will NOT make our home more navigable, enjoyable, or safer
9	Mary	Fierle	maryfierle@gmail.com	28801	What happened to all the good work the Asheville Design Center did on this years ago?!
10	Michael	Tait	michtait986@gmail.com	28806	West Asheville is already fragmented by the current I26 corridor and Patton Ave. We don't want a massive multi-lane freeway overpass. The underpass design allows for better pedestrian and bike friendly transportation options. As we continue to suffer worsening effects of climate change we need to focus more on green spaces that capture CO2, and mass transit and non-polluting or less polluting alternatives for transportation. An underpass would at least allow for the development of green spaces and better pedestrian and bike friendly alternatives and would help residents nearby maintain the value of their homes. The cheapest option is not the best option.
11	Bethany	Dettwyler	thornkirinsdottir@gmail.com	28806	West Asheville is a beloved place in our region. Asheville is a beloved city in WNC, and West Asheville is one of the densest corridors for foot traffic and for patronizing local businesses. We must defend the character of West Asheville, both as a tourist destination and as a highly walkable neighborhood for local residents.
12	Carol	Spagnuola	photos@carolspags.com	28787	We've lost enough through the storm. Do the city right and don't build this!
13	Donna	Snyder	mulledy1@gmail.com	28801	We've been through enough.
14	Eve	Stevens	evemstevens@gmail.com	28801	we would love more areas near busy roads where we can walk that are safe, and can't imagine blocking any mountain views. Even with traffic they make the commute feel not so bad!
15	Taylor	Hamilton	taylor.k.hamilton@gmail.com	28715	We want the plan originally presented!
16	Andrew	Mitchell	andrewlylemitchell@gmail.com	28806	We want a more pedestrian and bike friendly city!
17	Frank	Dickson	fdickson6@gmail.com	28806	We shouldn't have to fight this AGAIN!! Please think of the locals

I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

#	First name	Last name	Email	Zip code	Comments
18	Rachel	Winner	winnerrk@gmail.com	28768	We oppose this updated plan because it's not what was presented or agreed upon by the community. It will have significant negative economic impacts on West Asheville. Simply because this was the plan by the lowest bidder does not mean we as a community have bought in!
19	Lana		0 flyingfawnpuppies@gmail.com	28806	We need to be prioritizing pedestrians in Asheville!
20	Claire	Ellington	appalachastan@gmail.com	28806	We need to be focusing on development that connects us, and this flyover bridge has been roundly rejected by the townsfolk as being counter to quality of life. We ought to be spending the money allocated for pavement on mass transit, I recognize that the money is allocated for certain purpose, but at the very least DOT needs to minimize the pavement and begin to transition its mission to creating other transit options and focusing on low-impact roads.
21	Ellie	Varn	eliasvarn@gmail.com	28801	We need our infrastructure to meet community needs better. This is so disappointing and we need to start pushing harder for a less car centric future for our city.
22	Sarah	R	sr@gmail.com	28711	We need more walkability and public transportation, not a giant overpass in the middle of west Asheville. It's going to ruin the draw of that area of town, bringing property values down and squashing any potential for a walkable urban area where people would want to spend time.
23	Sarah	L	sacebule@gmail.com	28806	We need conversation and input from constituents and people who will be directly affected! Thank you for your consideration ?
24	Diane	Lopez	dianewill1995@gmail.com	28715	We need a plan that respects that small town feel of Asheville! It would ruin the mountain charm of Asheville. It would decrease tourists- it is not what any locals want.
25	Kathleen	Mullaney	kathleenmullaney@ymail.com	28787	We need a pedestrian friendly solution
26	Dylan	Kallenbach	kallenba@alumni.unc.edu	28803	We need a better plan that respects the existing transit corridors in Asheville like the older plan that goes under Patton
27	Daniel	Dean	mtmeru2@protonmail.com	28806	We need 26 to go under Patton Ave as planned.
28	jeffrey	schmitt	hummingbird.jeff@gmail.com	28805	we must have a voice in this.
29	Marty	Shults	martyshults@yahoo.com	28806	We live on Townview Drive not overpass view drive.
30	Emma	Kearney	emmafrances. Kearney@gmail.com	28806	We just went through a hurricane and you're really trying to make this TOURIST depended place UGLIER? Are you kidding?
31	Ron	Wagner	ron.wagner1970@yahoo.com	28803	We have one chance to get this right, and the time is long past for cities to settle for having their communities fractured and polluted by roads.
32	Cara	Steinbuchel	caramaeskinicare@gmail.com	28806	We have been closely involved in public meetings for the design of the I-26 connector and we strongly oppose changes that involve an overpass over the proposed Patton boulevard that was going to be walkable and bikeable and help revive Asheville. An overpass is not conducive to pedestrian and bike traffic and this design change is short-sighted, as it will cause harm to our community long-term even if it saves money in the short term. Please slow down and let citizens express their concerns before making these changes. Sincerely, Cara Steinbuchel West Asheville homeowner and 21 year resident
33	Karen	Lachow	heyk127@hotmail.com	28804	We have been blindsided. This needs to be rectified.

I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

#	First name	Last name	Email	Zip code	Comments
34	Jodi	Wygmans	jodiwygs@gmail.com	28805	We have an opportunity to define our city & progress forward but the NCDOT made changes without informing the public for their convenience. The increased lanes from the original plans, the "we just have to" explanation.... We deserve better & our future deserves better. Let do it right.
35	Jeff	Hardesty	jhardesty0879@gmail.com	28806	We have a unique opportunity to make West Asheville a more walkable and community oriented neighborhood. This project will make Patton Ave even more of a concrete nightmare of smog, noise, and vehicles than it already is. Please return to the original plan. Raise our taxes if you have to! We have millions of dollars funneling into our town from remote jobs (as is reflected by the price of housing), use it for what we all really want in our town!
36	Lara	Lustig	laralustig@gmail.com	28806	We had a good plan. Let's not make a mistake we can never fix.
37	Kaitlyn	Allen	kaitlynleanne@gmail.com	28806	We had a community friendly 1-26 connector project design option and we want it implemented.
38	Gerard	Manuel	gerardmanuel92@gmail.com	92392	we got serious beef ncdot
39	Lindsey	Lopez-Ibanez	lmlopezibanez@gmail.com	28801	We don't want it!
40	Jeffrey	Grant	jeffagrant1@gmail.com	28704	We don't need asheville to be a concrete disappointment
41	Jordan	Farho	jordanfarho@gmail.com	28806	WE DON'T WANT IT NOT, AND WE DIDN'T WANT IT 15 YEARS AGO.
42	Kylie	McCarthy	kyliemccarthy1@gmail.com	28711	We do not want this!
43	Sarah	Smith	sarahholland1806@yahoo.com	28806	We do not want a bridge over Patton Avenue
44	Alena	Kaltovich	koltovicha@gmail.com	28801	We do not need it
45	Kristen	Childress	kristenchildress549@yahoo.com	28787	We did not vote for this new design of the I 26 corridor. This needs to be approved by our city and voted on!!!
46	Natalie	Dorsey	nataliedorsey@gmail.com	28806	We deserve the plan that was initially decided on. Don't short change Asheville for solution that does not meet our needs.
47	Keeverlee	Burchett	keeverleeburchett@gmail.com	28806	We deserve impact studies for all transportation changes.
48	James	Wallace	djimbow@hotmail.com	28806	We demand transparency and accountability from the NCDOT!
49	Anna	Sherman	sherman.anna@gmail.com	28806	We cannot let NCDOT get away with ignoring the community. Bad infrastructure will shape and affect Asheville negatively for decades to come.
50	Shea	Bruer	sheahbruer@gmail.com	28805	We cannot bulldoze more homes in the Burton street neighborhood, then force locals to deal with the lasting negative impacts for decades when this is an opportunity to repair our urban landscape and open land for development in our downtown. This project could scar the urban landscape of Asheville and the NCDOT is trying to just save a few bucks and pawn the negative impacts onto the locals
51	Mel	Coleman	melcoleman1070@gmail.com	28803	We are good on this!!!!!!!
52	Emma	Kearney	emmakf@gmail.com	28806	We are begging you to stop making asheville so ugly. What is your problem. Do you hate us? Do you hate the people who live and work actually in asheville?
53	Kaitlin	McCormick	kemccorm@gmail.com	28806	Walkable livable cities are proven to provide better economic and social outcomes. Please push for NCDOT to honor the agreed to proposal.
54	Matthew	Baker	bakersurf20@icloud.com	28806	Use taxpayers dollars to make actions done for the community.
55	Nick	Breen	nickbreencs@gmail.com	28805	Understand noise impact and issues of current plan & negative impact on local businesses. please recognize civilian input & expertise & prioritize making something functional & beautiful.

I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

#	First name	Last name	Email	Zip code	Comments
56	John	Siff	jdrsiff@gmail.com	28715	Underpass and fewer lanes!
57	Natalie	Rose	roxy07@duck.com	28805	<p>Tragic blow on top of all from Helene. NCDOT should be ashamed to do this to WNC residents.</p> <p>To: Esther Manheimer, Mayor of Asheville From: C. Massey I am writing to voice my concern about the current proposal of the I-26 bypass crossing over Patton Ave in West Asheville as part of the I-26 Connector Project led by NCDOT. A dominating highway structure will severely bifurcate West Asheville from the rest of town and the long-term impacts on our community have not been thoroughly considered. While the I-26 Connector project will improve safety and traffic congestion on Patton Ave, a towering overhead 8-lane freeway is not friendly toward pedestrian traffic and creates physical and psychological barriers between West Asheville and the East side of the river. Behind closed doors, NCDOT allowed the lowest bidder to incorporate this once-refuted design into their proposal. This significant design change in conjunction with the damage from Hurricane Helene warrants further conversation to ensure the development of our local economy, real estate values, and public health do not suffer. I support the I-26 Citizens' Coalition's request for the City to perform a Life Cycle Assessment (LCA) on both alternative bypass designs (going over and going under Patton Ave) to review additional tradeoffs beyond the initial costs of construction. There are solutions to explore and consider before final designs are complete and construction has begun. In accepting this bid, NCDOT has discarded decades of civic feedback, and six months after Helene, our community is still deeply grieving. Yet as we rebuild and add new infrastructure, we mustn't overlook long-term benefits for short-term gain. It's the only just option to serve the citizens of Asheville for generations</p>
58	Colyne	Massey	colynemassey@gmail.com	28806	to come.

I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

#	First name	Last name	Email	Zip code	Comments
					To: Esther Manheimer, Mayor of Asheville From: Anne Eaton I am writing to voice my concern about the current proposal of the I-26 bypass crossing over Patton Ave in West Asheville as part of the I-26 Connector Project led by NCDOT. A dominating highway structure will severely bifurcate West Asheville from the rest of town and the long-term impacts on our community have not been thoroughly considered. While the I-26 Connector project will improve safety and traffic congestion on Patton Ave, a towering overhead 8-lane freeway is not friendly toward pedestrian traffic and creates physical and psychological barriers between West Asheville and the East side of the river. Behind closed doors, NCDOT allowed the lowest bidder to incorporate this once-refuted design into their proposal. This significant design change in conjunction with the damage from Hurricane Helene warrants further conversation to ensure the development of our local economy, real estate values, and public health do not suffer. I support the Citizens' Coalition of West Asheville's request for the City to perform a Life Cycle Assessment (LCA) on both alternative bypass designs (going over and going under Patton Ave) to review additional tradeoffs beyond the initial costs of construction. There are solutions to explore and consider before final designs are complete and construction has begun. In accepting this bid, NCDOT has discarded decades of civic feedback, and six months after Helene, our community is still deeply grieving. Yet as we rebuild and add new infrastructure, we mustn't overlook long-term benefits for short-term gain. It's the only just option to serve the citizens of Asheville for generations to come.
59	Anne	Eaton	ACEaton1483@gmail.com	28806	
60	Helen	Purdum	hpurdum@yahoo.com	28801	To have changed the nature of the "overpass" from under (as sat approved) to over, is wrong.
61	Miranda	Levy	mrose.levy@gmail.com	28806	This would do the opposite of promoting tourism.
62	Michelle C.	DeMarco	fashionfit1@aol.com	28801	This would destroy the beauty & tranquility of our mountain town.
63	Lauren	Kaufmann	harrowlk@gmail.com	28805	This would be horrible! Go back to the previous plan that was approved.
64	Amber	Donnelly	amberblakedonnelly@gmail.com	28806	This will ruin us
65		0	0 chillbobagginz@gmail.com	28806	This will ruin our town if we let the NCDOT do whatever they like, despite the feelings of citizens
66	Brandon	Skupski	brandon.skupski@gmail.com	28806	This will impact our community for generations, it is imperative it is done in the best way possible, with deference to the wellbeing of the community and citizens of Asheville.
67	Sarah	Noble	sarahnoble2000@gmail.com	28803	This will further harm our environment and local businesses. Both have suffered enough after Helene, please, do not build this structure.
68	Melisande	Nevers	melisandemcn@gmail.com	28803	This will eradicate a lot of the small business that make Asheville a beautiful home and destination for visitors
69	Jane	Christen	janenchristen@gmail.com	28806	This will disrupt pedestrian and multimodal transportation that would otherwise connect West Asheville and Downtown. I am against the flyover design.
70	Daniel	Jimenez	djimenez@delray-ventures.com	28801	This will destroy the city's gateway and create a concrete jungle.
71	Jeffrey	Thomas	haptics-sturdy-9o@icloud.com	28801	This whole project is a massive misappropriation of resources. This shortcut of something that's really important is egregious and harmful to our community

I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

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72	Raelin	Hansen	rylee4444@yahoo.com	28801	This was simply an unfair process, making this change without offering the opportunity for public comment. One might even call this underhanded, that, so you claim, you could not reveal that this was being considered because the bidding process was confidential. Well, how convenient that turned out for you, but I think it's clear that the only reason it worked out that way was because you didn't choose to share the information.
73	Zach	Cosgrove	zach.cosgrove1984@gmail.com	28804	This was revised to take my place of business for a frivolous road that there are many other options but no one will talk to us about it.
74	Kyle	Davies	krdavies06@gmail.com	28806	This was never the plan the citizens of Asheville approved of.
75	Sandie	Biddix	sandrabiddix@gmail.com	28806	This sounds like a nightmare. Please reconsider.
76	Grady	Allred	gtallred3rd@gmail.com	28803	This should not happen
77	Steven	Carpenter	tilapia.creels3d@icloud.com	28791	This should be an underpass not an overpass. Our city deserves better than a poorly thought out overpass.
78	Laura	Clarkson	lauracyberspace@gmail.com	28806	This project will be one us citizens have to live with for the rest of our lives. The decision to change the plan behind closed doors and without public input and put the interstate over Patton, instead of under, may temporarily expedite the plan, but it will permanently force us to live with a less friendly and community-oriented design.
79	Kathleen	Sacasa	clearkatie@gmail.com	28806	This project that has been in the works for decades, and yet at the final hour a redesign was secretly pushed through without any input from the communities it affects, and seemingly without consideration for what is best for the future of Asheville, its residents, and visitors. This project is costing a billion dollars, and we will likely have to live with it for 100 years. It needs to be done right...and this is not it.
80	Lucas	Young	lucasbenyoung@gmail.com	28805	This project should not proceed.
81	Susan	Enwright Hicks	ashevillewedding@gmail.com	28804	This project is too big, and too costly to get wrong. Please don't subject us to an eyesore and noise pollution for a "quick fix" in the name of cost savings. This is a generational issue being pushed through at a rush all of a sudden instead of being given the careful consideration a project of this scale deserves.
82	Kevin	Oursler	notion.deniers-92@icloud.com	28715	This project has taken longer than any highway improvement in the history of this country. At the last minute the NCDOT tries to lie and shove a new plan down the city's throat so they can pretend it's to save money. We do not want a highway overpass in this city. It will ruin the economic future development of the surrounding areas and the small town visual feel of our great city. Say no to the overpass and go back to the underpass plan. You've already taken businesses that almost everyone in this great city loves so you can try to sneak in at the 11th hour with some new unapproved plan at the detriment to this great city and it's citizens. No NCDOT! We will not stand for this.
83	Stephanie	Evans	stephanie@thebloomrealtgroup.c	28752	This project destroys neighborhoods and we are in a housing crisis already !
84	Landon	George	landonridgehardygeorge@gmail.cc	28753	This planned I-26 overpass is a step in the WRONG direction! The citizens of Asheville, Buncomb county and surrounding areas will NOT stand for this!
85	Christine	Martens	ju99ler@gmail.com	28801	This plan will turn Asheville into another highway city instead of a community/neighborhood oriented town that's attractive to tourists.
86	Tamra	Hawes	t.jean.hawes@gmail.com	28806	This plan was discarded 10 years ago and secretly decided on without input?

I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

#	First name	Last name	Email	Zip code	Comments
87	Jacob	Winters	jmwinters97@gmail.com	27609	This petition should be seen to represent many more unaware citizens of north carolina given the timespan that the public has known about the changes to the patton ave overpass. Prior to these changes the public could have reasonably concluded that the project would remain as Patton Ave going over the interstate. The changes to this plan, includeing the excessive widening of the highway and street in this area, should be more thoroughly assessed for cost and design alternatives. Only then should the overpass of the interstate over Patton ave be constructed if it is considered reasonable.
88	Arthur	Dahlhauser	hartdahl@gmail.com	28701	This overpass plan never received environmental impact study or public input. NCDOT is failing us and lying to us.
89	Curt	Arledge	cparledge@gmail.com	28806	This overpass is an enormous travesty
90	sally	ray	sallyray213@gmail.com	28815	This not a good plan and should be reconsidered.
91	William	Warner	wlwarner52@gmail.com	28801	This newer projection will take away the homes of at least two citizens on Courtland Place, and it will decrease the property values of other homeowners on the street, many of whom are young, progressive-minded couples starting out in life. If the progressive-minded City Council sits still for this chicanery, I hope the public will keep it in mind when the next election rolls around.
92	Trista	Hudzik	thrpottery@rocketmail.com	28748	This new project plan would ruin the character and community feel of asheville!
93	Andrew	Massey	aclaymassey@gmail.com	28806	This new plan is not what we voted for. This will do the opposite of what we voted for. We voted to try and connect west Asheville to downtown and the rest of Asheville and this will further separate it. This is a major turning point in the future development of infill density, walkability and safety in Asheville so let's not be on the wrong side of it.
94	Irene	Lopez de Carrizosa	irene.carrizosa@gmail.com	28806	This new overpass design was introduced without the same years of study and public input that shaped the previous plan. As a West Asheville resident, I believe that before locking in a decision with such lasting impacts, we owe it to the residents of this community to fully assess all alternatives.
95	Ava	Carr	AvaBCarr@gmail.com	28806	This new design will disconnect West Asheville from downtown and limit the potential of economic growth in the core of our city. The overpass will also create sound issues for many many people who call West Asheville and Montford their home.v
96	Michael	Foyder	mfoyder@gmail.com	28806	This needs to go under Patton Ave. The negative impacts from a massive freeway bridge over this part of town will bifurcate the neighborhood further, make an even bigger mess of Patton as a business corridor, make bike and foot traffic high discouraged, and generate a ton of noise in West Asheville. I thought the entire point was to move away from 1960's style urban planning which prioritizes automobiles over community and neighborhood livability? This helps nothing, it's better to build nothing.
97	Carleton	Collins	ccollins@carletoncollins.com	28801	This latest iteration is unacceptable! NCDOT should follow prior approved plans and years of community input from the City and Asheville Design Center.

I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

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98	Paul	Gordon	paulwgordon@gmail.com	28806	This large scale bridge over Patton Ave is a disgrace and disservice to the citizens of Asheville. It will create a dark and noisy tunnel that pedestrians would have to navigate to get into downtown. Furthermore, the scale of this will also create the potential for graffiti and the unhoused for setting up shelters under the bridge, again leading to it becoming even less pedestrian friendly. The creation of the bridge and its supporting structure will also limit any potential future transit and beautification projects along Patton Ave. Please do better than this.
99	MATTHEW	VIDAKOVICH	matthew.vidakovich@gmail.com	28806	This is very clearly a sterile unpleasant imposition of non carolinian character onto a jewel of western north carolina
100	Tim	Scroggs	tsroggs@gmail.com	28803	This is unacceptable. We stand with the PEOPLE of Asheville. Now the traffic and highways. It's about the people first.
101	Brandy	Hayes	swtcntrygrl30@gmail.com	28704	This is the most ridiculous thing to be proposed in Asheville! Not bad enough Helene almost destroyed it but now yall are try to finish her off to where nobody will ever want to come visit again
102	John	Haffner	john.e.haffner@gmail.com	28801	This is terrible. Please increase the review process, at least!!!! Thanks for your consideration. John
103	Ali	Davis	alidavis828@gmail.com	28792	This is still a mountain town which relies HEAVILY on tourism. Not to mention that the folks who live here aren't interested in any additional eye-sores. We support progress and infrastructure updates, just not to the lowest bidder with the most anti-aesthetically pleasing option.
104	Catherine	Hebson	chebson@gmail.com	28806	This is so bad. Divert resources to Helene recovery please
105	David	Kaverman	dave.kaverman@comcast.net	28806	This is sad we have to fight for this when it was once agreed to. NCDOT should be ashamed.
106	James	Webb	jdwebb02@gmail.com	28804	This is pointless if we have more destruction
107	Pierrette	Rouleau	pier.rouleau@gmail.com	28806	This is our home. In the last 10 years, West Asheville has been incorporated into the heart of downtown and into the beating heart of the city and making the city what it has become on a national level for tourism. Why in the world would the city allow this to happen to half of its city.
108	Nick	Lingardo	nick.lingardo@gmail.com	28704	This is once again a clear example of government officials not listening to the people. Why go for the lowest bidder when with a design that was deemed unacceptable by the local community? There are creative solutions that can bring the area to the modern era while maintaining the beauty Asheville. The more we build up around the area, the more we lose the charm of the city and surrounding areas.
109	Millad	Nooraei	mnooraei@gmail.com	28806	This is not what we talked about! Keep Asheville beautiful. This is for generations to come. Let's do it the right way.
110	robert	gorst	britabroad11@gmail.com	28806	this is not what the city needs, a little short sighted cost saving vs how many years it will be in use
111	Jason	Keefer	jakeefer@gmail.com	28801	This is not the infrastructure we were promised. This giant overpass will turn into a giant homeless encampment and be dangerous for pedestrians.
112	Mary	Mary	maryschultz@bellsouth.net	28801	This is not only preposterous but it is illegal without a publicly available economic impact analysis.

I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

#	First name	Last name	Email	Zip code	Comments
113	Jeff	Sly	jeffrey.robert.sly@gmail.com	28804	This is not a good look for our city. Learn from Greenville and do a better job at beautifying our town.
114	Brad	Burleson	ebaybrad@hotmail.com	28803	This is much too large of a change to the previously presented plan.
115	Jessica	West	jessicarenewest@gmail.com	28806	This is atrocious and absolutely not good for our community and not what was agreed upon.
116	Sarah Ann	Smith	sarahannsmith.175@gmail.com	28711-2563	This is appalling. Is DOT trying to turn Asheville into another Raleigh (which is trying to become Atlanta)? Cities around the US are tearing down these expressways that destroyed the community aspect of cities, rather than building new ones. STOP IT NOW!
117	Alex	Zelisko	honk_ushers.7g@icloud.com	28806	This is an urban area that needs walkability, prioritizing the locals over people traveling through
118	Erin	Moore	emoore020@gmail.com	28806	This is an absolutely unacceptable way to push these changes through- lackig respect for local communities, integrity of your decisions, and transparency with the process.
119	Renee	Leblanc	renee.leblanc21@gmail.com	28806	This is a terrible idea and a quick fix, not a solution.
120	Kaleb	Lyda	kaleblyda14@gmail.com	28806	This is a step backwards for the Asheville community in terms of safer streets and more enjoyable multimodal transportation.
121	Celeste	Collins	cuzineedapersonalemail@gmail.co	28806	This is a significant and long awaited highway project. We need to get it right and hold NCDOT to its commitment for an UNDERPASS for I-26!
122	Jonathan	Winger	robwinger@gmail.com	28806	This is a ridiculous bait and switch by the NCDOT that needs to be stopped immediately and return to the originally approved designed. Please protect our community and the beautiful views of our surrounding mountains.
123	Addison	Skipper	addisongcollins@gmail.com	28732	This is a reminder that as government employees, the NCDOT is supposed to work FOR US. Their blatant disrespect of the wishes of the community at the cost of saving time (which is hilarious at this point) and money is disgusting. I'd once again like to remind the people making decisions for our city that people live here because it's pretty. People will stop living here if you take away the prettiness to make way for more people.
124	Charles	Morlok	charles.morlok@gmail.com	28806	This is a huge bridge to at will scar west Asheville for decades - a short cut now for a long term problem
125	Marcia	Wood	marciawood@hotmail.com	28806	This is a horrible proposal that would destroy an area that desperately needs improvement for businesses, cyclists and pedestrians. The citizens of Asheville deserve better than a giant overpass that would bisect our city. Patton Ave. and West Asheville needs to be improved, not negatively impacted in order to save some money. We don't need, or want this eyesore, or the additional noise pollution. Our city has suffered enough already - city government needs to put a firm foot down to stop this monstrosity from being built.
126	Reba	Fraser	rebawestfraser@gmail.com	28806	This is a horrible idea
127	Tina	Thaw	tthaw@hotmail.com	28785	This is a horrible bait and switch situation that would negatively impact Patton Avenue and all that frequent the area.
128	Ashley	Novander	ashjack1122@yahoo.com	28806	This is a great area to focus on pedestrian access and local businesses to expand in WAVL. Keep the bridge as originally planned to aid in community build back and public trust in government transparency.
129	Leonel	Gonzalez	Gonz.Leo.17@gmail.com	28804	This is a dumb proposal and you should feel bad.

I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

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130	Tammy	Leino	tammyleino@gmail.com	28804	This is a bait and switch. We worked for YEARS on a plan, and now you're just doing whatever you want.
131	Maxwell	Johnson	mxmxm11n77@gmail.com	28806	This I-26 Overpass will kill already struggling business districts in West Asheville, turn the only major corridor from West Asheville to downtown into and even worse bottleneck, and increase crime.
132	Christopher	DeRonne	deronne@gmail.com	28804	This has got to be done well, Asheville is too precious - we do not have the luxury of wide open spaces for freeway overpasses. This needs to be squeezed in under Patton Ave not over it (as originally proposed!)
133	Ellen	Johnson	ellenajohnson@gmail.com	28801	This flyover needs to be removed from the plan. Do not allow this to ruin homes and neighbourhoods.
134	Jen	Fraga	jenfraga123@gmail.com	28806	This flyover concept may be cheaper but does anyone actually believe it will be the best option for Asheville?? Please do the right thing!
135	Miles	M	milesmsk99@gmail.com	28806	This development would be an obstruction and eyesore on Patton ave and the west Asheville community. Please proceed with the original agreed upon plan.
136	Giorgio	Campanaro	danteesq352@gmail.com	28801	This design will kick people out of their homes. Let's not do that.
137	Ben	Finsel	batcaveben@yahoo.com	28806	This design will have significant impact on the community and on Asheville. NCDOT cannot do a bait and switch and go forward with the flyover.
138	Eric	Krause	eek927@gmail.com	28803	This design that has been sprung on the Asheville community after being held in secret for over a year is a travesty of waste! This design change is not suitable for Asheville and not what the community selected.
139	Paula	Gaines	morperry2019@gmail.com	28804	This current proposal, in my opinion, will be extremely detrimental for our city of Asheville.
140	Sarah	Duval	zephyrlily56@gmail.com	28803-2215	This corridor from West Asheville into downtown Asheville needs to take in to account the citizens of Asheville.... not the I 26 traffic that is just rushing past. I26 should be under Patton Avenue.
141	Monica	Sullens	monica.sullens@yahoo.com	28730	This community has suffered unfathomable loss. This is a CHOICE and it is against the will of the people. You get what you pay for and settling for the lowest bidder who throws out previously longstanding plans that were made with community input will have lasting ramifications on this community. I have been disheartened to see such a special place trampled by nature and greedy corporate interests against the will of the folks who call it home. Please do NOT allow the government to trash THE PEOPLE IT SERVES.
142	Elizabeth	Rawlings	revelizabethrawlings@gmail.com	28804	This change is absolutely horrifying! Please do not do this!
143	Katherine	Davis	claxtonkmd@gmail.com	28806	This came out of nowhere; please return to the approved plan.
144	William	McClure	tremcccl@gmail.com	28801	This bridge would destroy the opportunity for Asheville to develop in a way that allows people to live without having to drive a car every day. We need more walkable development extending from the downtown core. This is what the people who live in the city actually want. Apartments in walkable areas are expensive to rent and highly desired in Asheville. Please think about how people get around by biking, walking, and taking the bus. Don't exclusively cater to vehicles traveling through the city. I beg you NCDOT, please think about how this will impact the people that actually live here.

I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

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145	Eaden	Murphy	ermurphy206@gmail.com	28803	This blatant disregard for the original environmental impact survey is unacceptable. Patton Ave must be maintained as a future transit corridor, and the underpass design must be pursued.
146	Tom	Hayes	hayesoffice@me.com	28805	This action demeans all the local work that was invested in this project. It's our town, not yours. Uphold your agreement NCDOT.
147	CARL	Hughes	chughe2@gmail.com	28787	They had an approved plan, then they changed it and obfuscated it until now. Return it back to the way it was.
148	Emily	Wright-Moore	emily@emilyville.com	28806	These proposed road changes seem bad for our community.
149	Andrew	Suhren	dreux36@gmail.com	28806	These changes will negatively affect Asheville for generations.
150	Gabrielle	White	gabriellejwhite@gmail.com	28806	There has been no consent to put the overpass of 10+ lanes over Patton. Do not screw us over.
151	Michelle E	Williams	mewilliams908@gmail.com	28806	There are better ways. Sometimes spending the money is worth it
152	Laura	Goetz	pisgahmntlaurel@gmail.com	28806	The vision that citizens have been showing up to advocate and vote for, for YEARS, is being stolen from us. This is unacceptable.
153	CHELSEA	MILLER	chelseamowerymiller@gmail.com	28806	The update to the I-26 connector project now immediately poses a threat to my home that I just purchased in January, with the previous knowledge that the I-26 connector project would be completed in close proximity. I would not have bought what I thought was the home of my dreams had I known that the new update passed without public consent would now directly run through my home.
154	Julianna	Prather	juliannaprather@gmail.com	28704	The secretive redesign that was recently announced not only hurts the Asheville community, it's also a massive breach of trust.
155	Jon	Larrabee	jonwlarrabee@gmail.com	28806	The public had previously agreed to the underpass - this should not be changed
156	Heather	Cassidy	hfcassidy@gmail.com	28804	The proposed highway overpass will permanently and completely change the character of the city. It will irreparably separate west asheville from downtown asheville and create significant safety and quality of life issues. The long term development of the city should not be sacrificed for a short term cost saving.
157	Karen	Ramshaw	karenramshaw@pubintproj.com	28701	The proposed DOT plan will kill the future development of the Patton Ave corridor, forever reducing the economic benefits that development would provide for the City and County. We can't make more land. The proposed plan will create sprawl and reduce livability. We lose and some random road contractor gets paid a great deal of money. How is this winning?
158	Shannon	Hanson	shanson.xbox@gmail.com	28801	The plan to have the I-26 connector built over Patton Avenue rather than under it would be a grotesque monstrosity of concrete that will negatively alter the landscape our Asheville community. This project has been in planning for decades and was created with community input and environmental studies to find a solution to best serve the needs of our community. It should not be altered at the last minute without notice or community input. This is our home. Please respect the community and do not alter the original plans.
159	Helena	Wolfson-Campos	halcampos@gmail.com	28805	The plan should not be changed.
160	Shauna	McDonald	shauna@align-design.biz	28804	The overpass will cut off opportunities for commerce and entrepreneurs on Patton Avenue... Put our community, neighbors, and their livelihoods first! ???
161	Jordan	Bruce	jordanbruce2002@gmail.com	28805	The overpass makes no sense as good infrastructure and is ugly

I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

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					The overpass design option had already been considered during the decades of NCDOT's collaboration between Asheville experts, locals, and city officials--and all local stakeholders had formally rejected this option in favor of the underpass design. After being formally endorsed as the preferred option by the City of Asheville, the underpass design in Preferred Alternate 4B was eventually accepted by NCDOT as the only design option for this portion of the connector. They formally set aside the overpass as a design option, and from 2018 on, everyone eagerly anticipated an underpass that would allow the Bowen bridge to be redeveloped as a local, multi-modal boulevard, uniting Downtown and West Asheville and freeing up a total of approximately 60 acres for an extension of the urban corridor. Now, at least a year since the bid award, locals are finally discovering that decades of community engagement and civic advocacy have been cast aside, without community knowledge or input, in favor of a heavy-handed, socially-irresponsible design that will worsen the lives of all who live here. An overpass of this magnitude--14 lane widths of concrete, ~168 feet, wider than a football field--would jeopardize the urban and economic future on both sides of the Bowen Bridge. The dead zone surrounding its path will stunt growth, particularly for West Asheville, although the urban corridor that's envisioned on the east side of the river will likely suffer as well, since they will not receive foot and bike traffic from the west--no one wants to walk or bike under an overpass that deep. In short, this monstrous overpass would save money for NCDOT in the short term, but the people of Asheville will have to deal with the repercussions of this socially irresponsible design forever.
162	Devon	Hutton	devons8@gmail.com	28787	
163	Tyler	Sullins	tsullins3@gmail.com	28801	The overpass design is ugly and will actively make Asheville worse off in terms of tax revenue, aesthetics, and walkability
164	Jacque	Allen	jdenbyallen@aol.com	28801	The over pass change for the project is totally unacceptable for the people of Asheville. Walking under something like this is not a safe way to move pedestrians from West Asheville to downtown and it is just plan ugly. Why send citizen under the concrete mess when the view of the city and river is something we pride ourselves in. And why hide the fact that they did this from the citizens of Asheville.....STOP this from happening and send the traffic under the bridge!!!!!!
165	Charlie	Campbell	couchmallard@duck.com	28806	The originally agreed-upon plan was part of what influenced me to buy a home in West Asheville. I feel like I have been deceived and given a raw bait-and-switch deal.
166	Ezra		0 ezrootach@yahoo.com	28803	The only way to reduce traffic gridlock is public translation.
167	Dillon	Walker	dwalker2@unca.edu	28804	The only apartment I can afford is on Patton, and I wish to be able to bike in a way that I can engage in our community without getting killed. We all know parking sucks in Asheville, lets make it better for once
168	Carter	Young	mccarterthomasy@gmail.com	28804	The omission of public input is inexcusable, especially as it concerns the health of our community.
169	Arnaldo	Alvarez	arnaldo_alvarez@hotmail.com	28759	The new plan is atrocious. We can't let that be the solution to the original plan.
170	Katie	Wilmot	katie@allegraasheville.com	28806	The new maps are showing the road going straight through my employers building. The owner has not been contacted at all. He has held a business in Asheville for over 25 years and plans to continue but this will put a huge damper on the way our business is conducted, our employees commute, and our partners ability to stop in.

I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

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171	Jeremy	Moore	jeremymoore@gmail.com	28806	The new design is a travesty that will be a blight on West Asheville and should be abandoned.
172	Olivia	Walsh	anchorsaaway@gmail.com	27511	The nc dot needs to get the corruption out of construction!!
173	Vanessa	Moss	mossve0@sewanee.edu	28787	The long term benefits of having an aesthetic, clean, exposed, walkable and bikeable option from Downtown to W Asheville (without significant hills!) will transform pedestrian and biker access to Patton Ave and Haywood Rd businesses. If it becomes an overpass, it will become a squatting ground for the city's unhoused, inadequate to their needs and intimidating to locals and tourists trying to navigate by bike or foot.
174	Caleb	Moore	moorecowbell@gmail.com	28803	The leaders of this town, must, must, must remember that this town is made a destination by the people who are in it. We must begin investing in the people who live here instead of those literally passing through.
175	Jay	Englebach	jenglebach@gmail.com	28748	The interstate should go below patton. This is in the middle of the city and if elevated above patton it would be a dystopian hellscape. The only good thing that was coming out of this mess was the bowen bridge being turned into greenway/local traffic only.
176	meagan	ferris	meaganferris@gmail.com	28803	The i26 connector will drastically change west Asheville for our local businesses and residents. NO TO THE I26 CONNECTOR !!!!
177	Kara	Wheeler	kara.wheeler59@gmail.com	28806	The health effects from emissions from highways are too great and too well known to purposely build a flyover in a neighborhood.
178	Aaron	Green	aarongreen521@gmail.com	28791	The future of Asheville will be forever decided with the direction of this project. The choice to save money now will cost Asheville more in the long run by discouraging development along Patton Ave, one of the main arteries of the City of Asheville. I work in downtown Asheville and take the Bowen bridge to work. When I 240 was built it separated parts of the city from one another, this option would be far worse, future generations and our community deserves a better design
179		0	0 christianakroondyk@gmail.com	28801	The flyover for the 26 connection was not approved and should not be allowed to move forward
180	Julia	Chappell-Campbel	julesimperialis@gmail.com	28806	The fly-over design was snuck in at the eleventh hour in a back room deal that will cause generations of harm to our community. It is a design that was rejected by our community before and should be rejected again. These decisions about our home and community are being made by people who don't live here and will never experience the true impact of them. The welfare of our city should not be treated as simply numbers on a page and the voices of our citizens demand to be heard. The fly-over will not provide progress for this city, rather it will divide our city, cause harm in the loss of potential pedestrian/bicycle access, and irreparably scar our landscape.
181	Bridget	Kelly	bridget.loves.flowers@gmail.com	28803	The design unnecessarily impacts too many homes, especially in Montford on Courtland Place.

I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

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					The design of this I26 is very questionable. This proposal needs to be reviewed by environmental experts as it seems to me it will add considerable pollution and noise to that area. NCDOT needs to respect local needs, protect environment and listen to nearby businesses owners as well as families who reside nearby. We all are deeply concerned about our health, well being and are asking NCDOT to think long term instead of obsessing about profit. I oppose this design adamantly and demand
182	Dominique	De Laet	delamet7779999@gmail.com	28806	NCDOT to retract their proposal. This was once refuted for good reasons
183	Renee	Novotny	reeneenovotny828@gmail.com	28806	The current design is not satisfactory for neighbors in west Asheville.
184		0	0 chaibee@duck.com	28711	The community needs input if there are changes.
185	Neil	Elliott	ndelliott@gmail.com	28801	The community has repeatedly rejected the overpass. NCDOT cannot use their optimization and refinement process to ruin Patton ave under the false premise of cost savings.
186	Margot	Ammidown@gmail	m.ammidown@gmail.com	28805	The community has been very clear over almost 20 years that we do not want this massive overpass through West Asheville.
187	Thomas	Dennison	tommydennison77@gmail.com	28787	The community and stakeholders have already worked very hard getting a viable plan approved with complete buy in. Just follow the original, approved plan. Thanks!
188	Michael	Mickler	mickler79@yahoo.com	28806	The city of Asheville is already not walkable in the slightest, making for a much lower standard of living compared to other cities its size. We need more places to be able to walk outside, talk to our neighbors, and enjoy the beautiful weather that we are so blessed with by God to have here in North Carolina.
189	Amy	Dix	amydix@gmail.com	28806	The City needs to reconsider approving this plan. It will negatively affect our neighborhood as a resident of West Asheville.
190	Joseph	Matthews	j.joseph.matthews@gmail.com	28806	The blind siding of the general public to the extent of the projects deviation is a disgrace. Our community values integrity, a voice, and our natural surroundings. The continuation of a massive bridge project over the Patton Avenue/240/26 bridge is a non-started and will seed more ill will towards its leaders in this community.
191	Janie	Williams	janiebug64@gmail.com	28806	The big bridge is not ok it take away the beautiful
192	Laura	S	laura11@me.com	28704	The best way to lesson traffic on the road is to prioritize pedestrian foot traffic, biking, and public transit. Further, building mixed use zoning and adding in missing middle housing reduces sprawl and saves our mountains. It also reduces traffic!!
193	Pete	McKelvey	petemckelvey@gmail.com	28801	The bait and switch pulled by NCDOT is ridiculous. This flyover plan isn't good for Asheville. We want people centered infrastructure!
194	Elyse	Marder	emarder.avl@gmail.com	28806	The 'optimization and refinement' of the project completely ignores DECADES of engagement. It is worth the increased costs to do the project as it was designed. NCDOT should be ashamed that those years of public engagement were in bad faith.
195	Abraham	Sandalow	abesandalow@gmail.com	60657	That's really f-ed up yo some people don't like highways by their house
196	Nick	Sherrod	nicksherrod@yahoo.com	28804	Thanks for listening, Esther.
197	Chester	Schenk	chesterschenk1996@gmail.com	28805	Thank you for all that you do.
198	Brett	McCall	brett@betterthanunicorns.com	28801	TELL THE TRUTH and TELL THE TRUTH!

I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

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199	Joshua	Singer	singerj49@gmail.com	28701	Take a look at Knoxville and tell all the I-40 overpasses around their downtown has been good for that cities development. They are fenced in, can't expand downtown like they want to. Under the overpasses are filled with unhoused and drug use. Extremely unsafe areas. You're trading dollars for quality of life for your citizens. You're hurting the environment, the ability for Asheville to grow along a crucial corridor into downtown, and further exasperating socioeconomic issues in the area. Extremely short sighted - shame on you. Revert the plans!
200	Alex	Wohlbruck	alexwohlbruck@gmail.com	28204	Supporting this from charlotte urbanists. Asheville needs to rethink it's car-first design strategy
201	Tiff	Peck	tiffpeck@yahoo.com	28804	Such a stupid plan. Stop trying to rush in a last-minute, poorly planned solution on such a longstanding project. Due diligence and proper engineering are essential.
202	Matthew	Sauls	matt.sauls@gmail.com	28803	
203	Nancy	Flippin	mk12nf26@gmail.com	28804	Stop this redesign
204	Stephanie	Roy	roy.stephanie712@gmail.com	28806	STOP THIS PROJECT
205	Nancy	Davis	NSDasheville@gmail.com	28803	Stop this immediately!
206	Richard	Weddle	richardiweddle@gmail.com	28748	Stop the ruining of our town. Having those lanes above will block the city skyline from those folks coming in from the west. There has been enough destroying of our beautiful space.
207	Naoya	Wada	naoya@naoyawada.com	28804	Stop the overpass from happening! Stop the bridge over Patton! The long-term damage to our community isn't worth the short-term savings.
208	Adam	Carr	ahcarr1@gmail.com	28804	
209	Jack	Williams	jjw886@gmail.com	28203	Stop the bait and switch NCDOT stop the 8 lane highway!!!! how many times do we have to tell you that this will not help
210	Erin	Clark	epclark050@gmail.com	28806	ANYONE???
211	Stephanie	Smith	steph.smith.photo@gmail.com	28806	Stop making life hell for the locals in the name of growth.
212	CARL	HUGHES	Cthughe2@gmail.com	28787	Stop dicking around with this project. Build what was approved. STOP DESTROYING WEST ASHEVILLE. STOP DESTROYING ASHEVILLE. WE ARE NOT HERE FOR YOUR BUSINESS PLEASURE.
213	Shannon E.	Hall	sptfire@rocketmail.com	28806	
214	George	hodge	georgehodgejr@gmail.com	28805	Stick to the plan we agreed on
215	Joseph	Minicozzi	joe@urbanthree.com	28801	Stand up for Asheville, and let our leaders above NCDOT know that their staff is not following the law, and they are treating our community with a great deal of contempt and disrespect. This will not only hurt Asheville and Buncombe County aesthetically, but it will also be a massive hit to our tax base. Too boot, NCDOT has been responsible for all of the delays, AND they are making the project more expensive by not following best practice nor the purpose and need of the project. Past Council and County Commissions have stood firm with the citizens. We deserve better.
216	Steven	Marascalco	slowspeedoflight@gmail.com	28806	Stand up Asheville!! Short cuts never work out. Shaving a few dollars off this giant 40 years project is very short sighted. Do what is right for the residents and citizens of Asheville.
217	Helen	Hyatt	gordon1820@gmail.com	28801	
218	Shane	Dinan	smdinan1@gmail.com	28806	Shameful that a price limit was put above the needs of our community. Can we for once prioritize what will best benefit the people? How shameful that priority was given to the lowest bidder. Absolutely shameful.

I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

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219	Alice	Kexel	alicekexel@gmail.com	28805	Shame on you for trying to go back on years of citizens' hard work and planning!
220	Ulla	Reeves	ulla.reeves@gmail.com	28805-1759	Shame on NCDOT for going against extensive community action and wishes for a different proposed design for this interstate project. Do not subvert the will of the people, it will not go well for you.
221	Elizabeth	Felmet	liz.felmet@gmail.com	28804	Seriously, this is such a stupid waste of money. Continue ruining our beautiful city over budget cuts. This bridge will destroy our side of town. Please consider doing what is right and placing the bridge under Patton as it was planned.
222	Daniel	Hall	squilopigus@gmail.com	28804	Seriously after Helene and the election give the citizens a freaking break. This is not right.
223	Melinda	Faber	themindyfaber@gmail.com	28806	Send info I can share with my neighbors
224	Tony	DuBois	tonydubois@bellsouth.net	28801	Seems like putting Patton over I26 makes so much more sense from a community impact standpoint.
225	Nancy	Asch	nancyasch1@gmail.com	28806	Save West Avl. This design is not feasible for the environment or for residents.
226	Allie	Gneck	asnitger@gmail.com	28315	Ruining a neighborhood like this is insane and stupid and does not think about how the lives of people who live there will be affected.
227	Eugene	Hume	eugene.hume@gmail.com	28806	quick change to the plan trying to be pushed through
228	Ricky	Sill	rickysill29@gmail.com	28806	Put it back UNDERGROUND and don't ruin west Asheville!
229	Elizabeth	Button	liz.button@gmail.com	28804	Protecting our community with suitable access to West Asheville and Downtown is imperative. The I-26 overpass should not be allowed to happen!
230	Tori	Taylor	taylor.tori10@gmail.com	28804	Poor public health outcomes!! Especially for people/patients that don't have the ability/means to advocate for themselves
231	William	Bogdon	cbogdon@gmail.com	28806	Poor long-term planning and cheap short-term planning as the hallmarks of fools and failures. Stop being fools and failures. Now.
232	Sean	Andersen	sean.andersen13@gmail.com	28803	Please, please reconsider the path forward for this project. This will completely change the landscape of the city we all love.
233	Heather	Rayburn	rayburnh@icloud.com	28801	Please, DOT, don't throw away all the good work that our community has done. Asheville has suffered so much. How can you even think of treating us so poorly? I really don't understand it.
234	Courtney	Tiberio	courtneylee333@yahoo.com	28806	Please work to make the Patton Avenue area more walkable, more accessible, more suitable for mixed use urban infill, and more lovely for all of us!
235	Alexander	Kaufhold	arkaufhold@gmail.com	28804	Please we just want a pleasant, walkable city.
236	Marc	Harkness	marc@marcharkness.net	28806	Please uphold the version of the 1-26 design that we were told we were going to have. The new alternative overpass would make it impossible to have a walkable, welcoming lane and would turn into an unsightly and hostile gauntlet to have to cross. Please stand up for our community and our future!
237	Frances	Dickson	fdickson6@yahoo.com	28806	Please think of the residents that live here - we've already lost many homes in west Asheville due to this project- how about follow through on what was already voted on!!!! We've been through enough!!!!!!!!
238	Gina	C.	gnclitke@gmail.com	53207	Please think of the enormous IMPACT on the citizens and wildlife!!
239	Margaret	Steele	margaretsteele07@gmail.com	28806	Please think about the people that own homes and live here before turning our town into a super highway!!!
240	Pepi	Acebo	unitblocks@gmail.com	28806	Please stop this.

I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

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241	Summer	Powell	summerpowell@gmail.com	28801	Please stick to the original plan that works better for the citizens of Asheville!
242	Sarah	Karges	selllott89@gmail.com	28805	Please stick to the original plan of building the underpass so that there is a better chance of rejuvenating Patton Ave!
243	Joe	Peck	fatcatt316@yahoo.com	28804	Please spend the extra time and money to have the highway go under Patton. Otherwise we'll end up with a huge eyesore for decades. Do it right the first time! Please build what was agreed to! Think of the long term environmental and tax implications, and what could be, instead of just going with what the DOT has foisted on us.
244	Joshua	Pettler	joshua@pettlerworks.com	28801	Please return to the underpass design in Preferred Alternate 4B.
245	Lisa	Smith	klprks@bellsouth.net	28805	Please return to the plan with the lower path. These decisions will impact our community for a very long time. Residents' input should be acknowledged. Please keep Patton Avenue ABOVE I-26!
246	Rebecca	Hecht	adornasheville@gmail.com	28806	Please respect the work of Asheville citizens and insist we return to the public approved plans.
247	Brendan	Crow	crow.brendan@gmail.com	28801	Please reevaluate decision to focus on better long term outcomes for pedestrians, cyclists, and local community needs.
248	West	Willmore	west.willmore@rainbowlearning.o	28806	Please reconsider. Let's make Asheville more walkable... not more drivable. Why is it 12 lanes wide?
249	Colby	Byrn	colbybyrn@gmail.com	28806	Please reconsider this choice. This is not what was voted for.
250	Heidi	Pelrine	poeticnesting@gmail.com	28801	Please protect our beautiful, peaceful Montford neighborhood!
251	Garnet	Fisher	nettiefisher@gmail.com	28748	Please prioritize local traffic, pedestrian and bike safety. Repair harm done to marginalized communities. No flyover!
252	Vanden	Pilar	youdogs@me.com	28805	Please preserve the air for people and support the walkability and enjoyment and beauty of Asheville. The investment will come back to us 5 fold.
253	Jo	Hogan	jowhogan@gmail.com	28801	Please please do not proceed with the plan for an overpass over Patton Ave. What a terrible dark tunnel will be created as an entrance to downtown Asheville. Completes negates all the hard work from many people years ago!
254	Charlie	Bauer	chb.bauer@gmail.com	28804	Please no.
255	Marina	Oshel	mboshel888@gmail.com	28701	Please no!!!!
256	Nina	Reses	ninareses@gmail.com	28805	Please no! Don't carry out this plan. Go with the original plan, please.
257	mat	minola	avl.spirited782@passmail.com	28801	please make a decision that favors public input FOR ONCE avl citizens have suffered through enough, give us one thing that is FOR residents, not for contracting companies or tourism committees. we want a walkable, bikeable humane city
258	Nathan	Ray	natronray@gmail.com	28806	Please make a better choice for Asheville!
259	Maggie	Songster	margaret.songster@gmail.com	28804	Please made this ped friendly! Please do not put I-26 over Patton Ave and ruin this chance to incorporate more bike friendly and walking traffic! There is so much potential here to make this more of a community hub!
260	Paul	Shaver	pkshave@gmail.com	28801	Please listen to us. This will be a disaster.
261	Misti	Leatherwood	misti.leatherwood@att.net	28715	Please listen to the voices of those impacted the most. The ones who keep this city here and growing.
262	Deborah	Pliske	debcharleston@yahoo.com	28806	Please listen to the voice of the people.
263	Katie	Simonetti	ksim160@yahoo.com	28806	Please listen to the people in the neighborhood this is directly affecting- if it has to happen please work with us to make it something we can all live with!

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264	Susan	Rothlein	mommayoga@gmail.com	28801	Please listen to the constituents who will have to live with this project before moving forward!
265	Rob	Greenspan	robertag28@outlook.com	28801	Please listen to people that live there, preserve as much of the marginalized and black communities that have been here a long time, and do a design that creates the most livable walkable community while also streamlining transportation, you can do it
266	Carson	Walsh	carson.walsh@yahoo.com	28806	Please let's also this a beautiful place for commerce and not the bottom side of a bridge
267	Theodore	Gunther	tgun7137@GMail.com	28806	Please keep AVL as simple as possible
268	Keara	Grohens	keara.grohens@gmail.com	28806	Please just stop making this area feel like a concrete jungle and let it remain some semblance of the town we've all loved for so many years.
269	Rebecca	Lance	redbecca59@gmail.com	28801	Please honor the years of time and hard work of the local community to preserve our local quality of life in the way this project is completed.
270	Madison	Lysaght	madey78910@gmail.com	28806	Please go with the community approved plan, for the town of asheville, it makes more sense and still fits the infrastructure need.
271	Elizabeth	England	england.beth@gmail.com	28806	Please go back to the original plan. This will destroy our community.
272	Phillip	Murphy	murphyp923@gmail.com	28715	Please go back to the original agreed plan. It's worth the money.
273	Aaron	Montgomery	aaronmontgomery1989@outlook.c	28805	Please follow the plan already decided by the community. No flyover. It will block the view of the Asheville skyline from Patton Ave.
274	Perry	Murdaugh	perrymurdaugh@gmail.com	37601	Please follow I-26 Citizens Coalition charrette feedback design
275	Eli	Calderon	elizabethcalderon21g@gmail.com	28804	Please find another way
276	Terry	Evans	terryallenevans@gmail.com	28806	Please find another way
277	Emma	Whisnant	equinwhisnant@gmail.com	28806	Please don't turn Patton into more of a dumpster fire than it already is.
278	Liza	Schillo	lizaschillo@gmail.com	28803	Please don't sacrifice such longterm value for short term gain. We need thoughtful planning especially in the light on Helene- no corner-cutting and especially one that would have such negative impacts on the beauty of our city.
279	Rodolfo	Flores-Lopez	jflowerz09@gmail.com	28715	Please don't ruin what little enjoyability there is when walking around west Asheville with this horrible bridge looming over
280	Emily	Kendrick	emilykathleenkendrick@gmail.com	28803	Please don't ruin this city
281	Lynn	Brailsford	liveandlearn.lynn@gmail.com	28806	Please don't roll over and let this happen. Push back. This is what the citizens of Asheville want.
282	Brandon	Smith	mountainsandsuch@gmail.com	28804	please don't make things uglier here, keep the new bridge low and preserve the beauty!
283	Davis	Gammill	gammilld@gmail.com	28806	Please don't let this happen.
284	Tommy	Masters	tommyheartwood@gmail.com	28806	Please don't let this go through, it
285	Leah	Hall	lhall43@yahoo.com	28806	Please don't let them ruin Asheville. This will make a cool place very uncool. It's not a forward looking design.
286	Teresa	Fisher	tbrules@gmail.com	28791	Please don't have this overpass!!!
287	Travis	Bordley	travisbordley12@gmail.com	28801	Please don't condemn us to an eternity of highway construction. Spend the money somewhere else!
288	Whitney	Yoder	hitshape9654@aol.com	28804	Please don't choose the cheap way out. Think for future generations and long term beauty, 4B
289	Matthew	Saltgaver	msaltgaver@gmail.com	28806	Please don't build that bridge over Patton ave.
290	Matthew	Perse	matthew.b.perse@gmail.com	28806	Please don't bait and switch us

I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

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291	Alex	Sorrell	asorrell61@yahoo.com	28804	Please don't add these eyesores to the city that's already suffering in so many other ways. Yall had plans to do this another way before and are thinking you can get away with this bait and switch all of a sudden?
292	Willie	D	willied@outlook.com	31909	Please don't make the city worse than the highways already make it.
293	Beth	Heinberg	bethheinberg@gmail.com	28806	Please don't ignore our decades of input on this issue. Nooo!
294	Derek	Yates	yd0205@gmail.com	28806	Please don't do this to our beautiful city.
295	Caity	Mullen	caity.mullen@hotmail.com	28806	Please don't do this Patton is already so ugly and horrible to walk on
296	Riva	Duncan	rivaduncan@gmail.com	28806	Please don't allow I-26 over Patton Ave!
297	Natalie	Wolfe	wolfenatk@gmail.com	28803	Please do what's right!!
298	Carole	Clark	parxlent@aol.com	28748	Please do the right thing for our beautiful city.
299	Melissa	Booth	molecularpenguin1@me.com	28806	Please do the Life Cycle Assessment. Please do not allow NCDOT to go to the lowest bidder. This is our legacy to the future.
300	Shayna	Grossberg	shaynagrossberg@gmail.com	28806	Please do not move forward with the revised plan to construct a 12 lane highway over Patton ave. It would be a great disservice to our community
301	Colleah	Hanig	mtnectar@gmail.com	28806	Please do not make I26 an overpass hwy.
302	Susan	Michael	s.michael3@icloud.com	28805	Please do not go ahead with this Overpass!!!
303	Molly	Coffey	molcoff@yahoo.com	28806	please do not endorse the current flyover option for interstate 26. Please look at options to put the interstate wonder Patten Avenue and how to preserve neighborhoods and restore ones previously destroyed.
304	Laura	Coddington	lacoddington3@gmail.com	28806	Please do not do this. We beg of you. This will harm the residents who live here and pay a lot of money and work multiple jobs just to afford their homes to now have toxins from the interstate right by our houses breathing in daily. This will harm our children. We have worked so hard to be here and take care of this community. Please think about us and create a different plan that can work for everybody in a safe manner.
305	Melissa	Fehling	melissanicolefehling@gmail.com	28806	Please do not do this.
306	Michael	Sheppard	farkus5@yahoo.com	28704	Please do not construct the bridge over Patton. That would be a disaster.
307	Spencer	Cranfill	spencermcranfill@gmail.com	28711	Please do not build over Patton, we want your city to be more walkable, not less.
308	Caroline	Crowley	carolineacrowley1@gmail.com	23221	Please do implement construction of this overpass of Patton Avenue. It would damage community and would promote climate destruction and interference.
309	Kathy	Alwon	krdesroc@gmail.com	28806	Please continue to keep our homes free of excessive traffic!
310	Kirstie	Fischer	kirstie.fischer@gmail.com	28806	Please consider community input, pedestrians, local businesses, and local communities.
311	Tara	O	jackd21@gmail.com	28806	Please consider an alternative to the proposal in place. We should be striving for a more pedestrian friendly city.
312	William	Wheeler	bwheeler31@gmail.com	28714	Please consider alternate routes to build the connector and other side roads around the Westgate Shopping Center area. We must maintain the current buildings! Thank you!!
313	Mary	Spivey	maryspivey03@gmail.com	28730	Please choose an alternative version, one that crosses underneath Patton Ave., perhaps. Just not over!
314	David	Wilder	davidwilder229@gmail.com	28806	Please advocate for the better plan! Thank you.
315	Laura	Chadwick	lechadwick01@gmail.com	28806	Please add me to the email list
316	Jane	Northway	janenorthway@gmail.com	28805	Plan settled in the past with community meetings etc...this is a late and undisclosed change needing community review.

I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

#	First name	Last name	Email	Zip code	Comments
317	Matthew	Bouchard	bouchard.matthewj@gmail.com	28804	Plan our city for the people who live here! That includes making it walkable where possible
318	Cheri	Torres	cheri.torres@gmail.com	28806	Perhaps never has there been a more important time to be engaging people in the decisions that directly effect them.
319	Jamie	Carlson	jamielc09@yahoo.com	28801	People over cars pretty please
320	Alison	Stitzer	leighfers@aol.com	28806	People come to Asheville for its beauty. We won't need a bigger highway if Asheville looks like this.
321	Alyssa	Moore	mooreal511@gmail.com	28803	People > cars. We need to be prioritizing a livable west Asheville.
322	Jackie	Davis	jacquelinegrayd@gmail.com	28806	People > Cars. Stop trying to turn Asheville into a sprawling mess
323	Benjamin	Gillum	4gillum@gmail.com	28801	Patton should cross over I-26, not vice versa, to make Patton pedestrian and bicycle friendly, like has been the goal for decades of wrangling about this project!
324	Jeremy	Neugent	kellybubba@gmail.com	28806	Patton over. 26 under. Make Patton pretty again.
325	Mark	Peot	markpeot@gmail.com	28801	Patton Avenue is an essential corridor between downtown and west Asheville. The proposed I 26 overpass will sever this area from the rest of the city.
326	Virginia	Kowal	ginger.kowal@gmail.com	28743	Patton Avenue could be a walkable, bike able, pleasant multi modal corridor connecting west Asheville to downtown. Don't make a mistake that will haunt this city for decades.
327	Nora	Latta	nora.bradsher@gmail.com	28804	Patton Ave must be over, not under, the I26 interchange to make it a true community connection.
328	Steve	Newman	sdnewman1972@gmail.com	28806	Our projects need to serve and improve the lives of the citizens of Asheville and Buncombe County. This should not be thought of as an improvement for tourists and tourism.
329	Michelle	Keenan	mkeen41@gmail.com	28806	Our home is in the impacted acquisition area.
330	Derek	Weekley	dweekley1@gmail.com	28806	Our home is in the impact zone
331	Arrow	Reynolds	madi.louise3@gmail.com	28806	Our community needs more safety and walkability, this overpass would decrease the quality of life for everyone. Not all tax payers drive cars why should they shoulder the cost of these expensive and unnecessary projects that make our city a worse place to live?
332	Heidi	Shields	heidishields@yahoo.com	28806	Our community deserves to be informed, have input, and to be respected in this process.
333	micah	carpenter	micahblaise@gmail.com	28806	our city needs green space, bike and pedestrian friendly infrastructure in order to continue to be a tourist destination -- and for our residents!
334	Maria	Lara	mflara4@gmail.com	28804	One of the reasons that drove me to this city was the easy access to nature and walking trails. The city is missing that accessibility to bike trails because the transportation system is lacking. The I-26 project is not helping improving transportation for locals. I'm sure people would rather have access to trails and better public transportation than an extended interstate.
335	Miles	Olson	miolson42@gmail.com	28806	Once, just once, I wish I could take pride and have something nice to say about our leaders and decision makers. Please let this be the time. Please advocate for the people that live and work here. The people that pay rent, pay taxes, and make sacrifices to live here deserve this.
336	Moriah	Martin	moriahmartin9@gmail.com	28748	Not what anyone agreed on or wants. This project has taken decades it might as well be done right. It's billions regardless.

I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

#	First name	Last name	Email	Zip code	Comments
337	Cattleya	Gaines	cattybeegaines@gmail.com	28715	Not sure about the overpass design. Seems heavy handed Not interested in becoming like a large city or inviting even more traffic delays and accidents. If I
338	TJ	Amos	caheddr@gmail.com	28753	wanted overpasses such as this, to Los Angeles.
339	Ashley	Padilla	aedoyle85@gmail.com	28715	Not in best interest of locals and land. Do better!
340	Shannon	Krull	shan9lee@gmail.com	28806	Not in agreement with the overpass. Please reconsider.
341	Caleb	Crosby	cmc103@gmail.com	28704	Not a fan of the design change to an overpass instead of an underpass!
342	Gordon	Schissler	gordonschissler@gmail.com	28778	Not a fan
343	Courtney	Wilson	c0urtney6982@gmail.com	28804	Noooooooooo.
344	Chris	F Hughes	crshues@gmail.com	28801	NONONO
345	Jessica	Adam	purhealing@gmail.com	28806	No to the overpass!!!!
346	Chris	Szymanski	rollrcoastrride@gmail.com	28806	No to I-26 bypass crossing over Patton Ave. Born & Raised in this city
347	Jamie	Knox	jamieknox426@gmail.com	28806	No to an 8 lane freeway
348	Ken	Abbott	kenabbo@gmail.com	28805	No Patton Ave overpass!
349	Katharine	Weiser	katharineweiser24@gmail.com	28801	No overpass!!!!
350	Nicole	White	nickawhite76@gmail.com	28806	No overpass!
351	Derek	Turno	derekturno@gmail.com	28806	No overpass, please consider this project and its long lasting implication on the sellable Asheville
352	Francesca	Owings	francesca.koe@gmail.com	28806	NO overpass on Patton please ??
353	Christopher	Coward	ccoward421@gmail.com	28804	No no no
354	Kate	Zurich	kate.zurch@gmail.com	28711	No new I-26 connector plan without impact study!!! NO MORE STROADS!!! We have enough car-only roads, please do not create more infrastructure
355	Jordan	Gant	jordan.gant@gmail.com	28806	that discourages pedestrians and bike traffic!
356	Martha	Carnevale	mcarnev@hotmail.com	28801	No more bait and switch. No last min switch. I hope the bridge design is going to be more than a blah bridge! This is the
357	Leland	Edwards	leland.edwards@gmail.com	28803	time! Make it worthwhile! Not blah!
358	Patrick	Conner	pjconner27@gmail.com	28803	No fly over - complete corridors
359	Walker	Spruill	walkerspruill@gmail.com	28806	No dice. We deserve better spaces for all people, not just those in cars. Do better!
360	D	Citizen	Declinetogive@Yahoo.com	28806	No bridge over Patton.
361	Step	davis	smdavis1470@gmail.com	28806	No bait and switch
362	Deshawn	Coles	iccelover08@gmail.com	23832	no
363	Jennifer	Montgomery	junipervita@gmail.com	28748	NO
364	Robert	Robinson	robert@rbnsn.net	28801	NCDOT's deceptive behavior is not acceptable - we must demand that the impacts of this design are studied and mitigated at a bare minimum, and hopefully restore the underpass design. NCDOT should not be able to ignore citizens and build the i-26 connector wherever they like. No
365	Zoe	Hinton	zoehinton4455@gmail.com	28806	bridge over Patton!
366	Sible	Bryant	scbryant.51313@gmail.com	28806	NCDOT lied! We cannot accept this connector over Patton Ave. This is terrible
367	Jeffrey	Hersk	jhersk@hotmail.com	28806-4153	NCDOT just doesn't get us. We want a beautiful walkable community, not just a way to move cars as fast as possible. We worked out a design, now stick to it!
368	Tucker	Waldron	tuckerwaldron@gmail.com	28806	NCDOT his trying to go back on the agreement with the community. The disregard for the wishes of the impacted community is insulting and unethical.

I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

#	First name	Last name	Email	Zip code	Comments
369	Sonia	Marcus	soniamarcus@gmail.com	28806	NCDOT has not followed the legally required process for changing this aspect of the I-26 project and we are not ok with proceeding.
370	Mike	Wasmer	wasmer.silver@gmail.com	28704	NCDOT cannot conduct so much public engagement and then change course without comment at the last moment.
371	Jesse	Goldman	jesseisaacgoldman@gmail.com	28806	<p>My understanding is that the I-26 connector project has been altered to build an overpass on top of Patton Ave instead of going underneath as was the original plan. The proposed reasoning for this change is that it is cheaper financially. I understand this and as a tax paying resident of Asheville, NC I am a proponent of making financially prudent decisions. However, I would ask that NCDOT consider the long term economic impacts to our community. This change will be ugly and will most likely lead to homeless tent encampments popping up underneath the newly proposed overpass. Either the city of Asheville will then need to police and patrol this area at great expense to remove homeless folks from the area, or (more likely) the area will become overrun with tents and homeless folk - making the area feel unsafe for locals and tourists alike. The impact this will have to our local and regional economy over time is immensely negative and will compound over time. Conversely, if the connector project were to be built according to the original plans, it would help create a more connected and pedestrian friendly corridor to downtown Asheville and would undoubtedly lead to increased economic activity via tourism. The long term impacts of choosing the cheaper option right now will actually lose us money in the long run. I am asking you to take a longer-term economic perspective on this issue and choose the plan that will better serve Asheville and North Carolina into the future.</p>
372	Jennie	Quinn-Preve	jpeve77@gmail.com	28803	My name is Jennie Quinn-Preve and I've been an active employee at Mail Management Services, LLC dba Allegra Asheville for over 3 years. The I-26 Connector project republished April 23rd, 2025 shows our building at 2 Westgate Parkway being overtaken by new right of ways and easements. Our company has operated for 27 years, serving the greater Asheville community with essential printing, mailing, and marketing services for government agencies, medical providers, educational institutions, and countless local small businesses. We currently employ more than 30 hardworking individuals who depend on this facility for their livelihoods. Despite our repeated attempts to initiate a dialogue, no one from NCDOT has reached out to any of our leaders to date. We have made multiple efforts through calls, emails, and formal inquiries, all of which have gone unanswered. Taking our building would not only be a disruption for us but for the community as well. We, as a company, are only asking for an audience to explain the situation to us as well as what financial support we may receive from the state so that we know our team of 30 employees can continue to thrive here in Buncombe County, and continue to have the honor of serving our community. Thanks for your time and service. Sincerely, Jennie Quinn-Preve
373	Eva	Rodriguez-Cue	evarodriguezcue@gmail.com	28806	My business is going to get torn down for the 1-26 expansion.
374	Jon	Springfield	springfield.jon@gmail.com	28806	Multimodal transit or nothing
375	David	Dixon	davidcdixon@earthlink.net	28806	Much can be done to improve the current design at this stage: Art and aesthetics, promotion of Asheville, revenue, safety, amenities. But much effort needed now!

I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

#	First name	Last name	Email	Zip code	Comments
376	Ben	Hanna	ben@benhanna.com	28806	Moving forward with a plan that is not in the community best interest without telling the community is an overstep.
377	Lindsay	Ackerman	lindsayackerman27@gmail.com	28801	More walkable bikeable designs! Underpass not ugly overpass. We want less car traffic! Less merging!
378	Jack	Dobbins	jackdobbins79@gmail.com	28803	Many engineers, politicians, and contractors make tough decisions that usually result in short term monetary gains, or "progress". These are tough calls to make, no doubt. However, a lot of these people making these decisions later get to observe and feel the repercussions of their decisions, such as the people behind the construction of the Glen Canyon Dam, a dam that blocks the Colorado River to provide cheap power for cities like Los Angeles and Las Vegas, at the cost of the smaller communities and the natural world. I implore you to consider your own legacy and effect on the road, the neighborhood, the city, state, and country, and set a good example for everyone else. Put the citizens first. The good, honest, hard working people.
379	Joe	Torkelson	joetorkelson@yahoo.com	28801	Make patton pedestrian friendly
380	Danielle	Wurtzell	dew102x@gmail.com	28806	Make Asheville more walkable, not less
381	Christian	Nolan	nolanater@gmail.com	28716	Listen to the people who live here
382	Thomas	Moore	zathor@gmail.com	28714	Lets try not to make the same mistake twice by making a bad choice we will have to fix in coming years.
383	Cassie	Whiteside	scrapes.jurors_0w@icloud.com	28801	Let's think long-term and pedestrian/bike friendly.
384	David	Berkey	daberkey@gmail.com	28806	Let's think long term instead of just putting duct tape on the problem. Once a flyover is built we have to suffer with it forever. The pain of spending more money and doing it the way locals want will be over much sooner
385	Zac	Fox	Zacharyfox93@gmail.com	28804	Let's create something that isn't an eyesore. People appreciate our town for its visual aesthetic and connection to nature. Let's incorporate these ideas into something that we won't regret having to look at 20 years from now.
386	Lyn	Vanover	lynhvanover@gmail.com	28711	Let's
387	Iryna	Barnas	iry nabarnas@icloud.com	28787-1239	Let's not ruin one of the prettiest cities in blue ridge mountains.
388	Megan	Schneider	megan_hannah1@live.com	28801	Let's not prioritize interstate travel passing through our area for a whole 10 minutes over the people who are going to be living with the construction for the next several years! And the construction over a major road?? How will that affect traffic for the next 10 or so years they quoted the construction to take. No way do I (or any of our precious tourists) want to travel under a dark and stinky bridge to get to all the good things in west Asheville!!
389	Conway	Weary	conwayweary@gmail.com	28806	Let's not live this way anymore. We all agree that our cities need to be liveable and beautiful; and that these kind of sweeping, secretive decisions that are made without community input need to end. My home is on Westwood Place, which will be direly affected by this monstrous overpass.
390	Allison	Hardesty	ramseycounseling@gmail.com	28806	Let's make Patton a treelined beautiful connector for mainly pedestrians, bikes, and strollers to get to downtown. It is an entryway into our city, and a huge concrete overpass is not ASHEVILLE!
391	Eric	Hall-Floden	ericqhf@gmail.com	28748	Less congested roads are led by installing bikeable and walkable cities
392	Zie	Blanton	zie_gee_b@proton.me	28803	Last thing we need is to make Patton and everything near it even worse.

I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

#	First name	Last name	Email	Zip code	Comments
393	Charles	Larrick	ncchuck1@gmail.com	28806	Keep the Patton Ave overpass and Interstate 26 going UNDER Patton Ave.
394	Elizabeth	Lynch	lizlynch06@gmail.com	28715	Keep the original plan!
395	Cate	Ryba	cateryba@gmail.com	28806	Keep the original plan to have Patton Ave over the giant highway. This new plan is not optimized for our community!!
396	Janet	Gruchacz	gruchaczj@gmail.com	27608	Keep Patton Ave pedestrian friendly!
397	Amber	Romero	amberro1214@gmail.com	28804	Keep Patton Ave as it is!!!
398	Scott	Fowler	scott@brucemont.com	28806	Keep it under the current bridge
399	Xavier	Hendrick	xayhendrick01@gmail.com	28704	KEEP IT UNDER PATTON!!!
400	Elizabeth	Raddatz	manytemps@gmail.com	28801	Keep Asheville, beautiful, walking friendly, and safe!
401	Andrew	Gentry	a.gentry1987@gmail.com	28806	Just.... Why? Stop screwing with our city
402	Sam	Morgan	sammorgan.mariner@gmail.com	28748	Just put the highway under Patton Avenue, like the previous plan!
403	Patricia	Roy	pateroy@hotmail.com	28803	Just NO
404	Matthew	Roberts	roberts.matthew01@gmail.com	28806	Just got access to the new plans and i do not approve!
405	Brian	Elledge	elledgebc1@aol.com	28806	just dont
406	Heather	Godwin	heatherlynnfeather@gmail.com	28715	Just Don't
					Just bought our home in January of this year under the pretense we would be NEAR the connector. This new proposal will wipe out our entire street misplacing dozens of citizens from their dream homes, including myself. We would have not have purchased this home if we knew it would mean getting displaced within a year and having to start over. All the hard work, late nights and long weekends to make a house a dream home just to be misplaced before we even get to enjoy it. Less than a 6 month notice to find another place to live, move to, and completely start over is absolutely not acceptable, no person can find another home in this market that quickly and the COA knows that. Furthermore this overpass will drastically alter Asheville. Doesn't matter how convenient a city is to get to if it's littered with unnecessary overpasses to save money, if tourism slows or halts this city will have no economy. People will make a more difficult drive to a place if it's beautiful, if you make it easy to pass through while also turning it ugly people will pass on by to the next place. Devin
407	Devin	Carr	devin.m.carr1@gmail.com	28805	Carr
408	Karen	Watkins	katushawatkins@gmail.com	28806	It would be nice not to have very wide highways.
409	Robert	Barrett	brhomesnc@gmail.com	28806	It would be great if we stuck to the original 4B it went underneath Patton avenue.
410	Denise	Marbach-Norris	denisemarbach@hotmail.com	28805	It was agreed long ago that this project would help to connect the many corners of Asheville for pedestrians and bicyclists by going UNDER Patton Avenue and not become yet another overpass eyesore. Stick to the original plans!
411	leslie	Humphrey	leslieinmontford@gmail.com	28801	It is unfathomable that ncdot would deign to substitute the approved plan put out to bid, grant a contract and then allow the winner to change fundamental aspects of the painfully, painstakingly agreed-to details. AND HIDE THE FACT that the dishonest acceptance of their revised contract specifications. DESPICABLE! Please reconsider your decisions!!!
412	Jerry	Snow	jeraldasnow@gmail.com	28801-1028	It is unconscionable to have bidders/builders dictate design. Economic costs of highway development do not supersede social costs. To have the rug pulled out from under us at a late stage is beyond disrespectful!

I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

#	First name	Last name	Email	Zip code	Comments
413	Shannon	Millsaps	shannonmillsaps@yahoo.com	28806	It is unacceptable that after years of design and input from the community, DOT is going to change the plan and throw out all that was agreed on at the last minute with no further community input.
414	Joey	Johnson	joeyjohnson@gnail.com	28806	It is truly a shame, the 26 conector could have been a functional and aesthetically pleasing part of the Asheville landscape. But NCDOT only cares about moving traffic through for as little money as possible. Never mind the local revenue generated from people coming here to enjoy the aesthetically pleasing area.
415	Lee	Lance	leejlance@gmail.com	28801	It is not acceptable that NCDOT has disregarded the intensive community involvement. COA needs to more deeply consider what is happening on and west of the river, not simply on the city side of the bridge.
416	Chris	Graham	chrisgraham1318@gmail.com	28806	It is extremely improper and unfair to tax paying residents to change a plan like this so close to the end after this plan was scrapped two decades ago. It, once again, shows that NC only cares about tax payer dollars, not tax payers themselves, and it shows by how NCDOT is using, by far, the lowest bidder without thinking about citizens and how it will change our community.
417	Al	Peeler	al.peeler2020@gmail.com	28730	It is ABSURD that NCDOT waited so long to show this proposed design. It is SOLELY NCDOTs fault for leaving us in this precarious financial position.
418	Brooke	Heaton	brookeheaton@gmail.com	28806	It is a travesty of democracy to ignore the voices of citizens who have been calling for responsible development and transportation design on I26 for over two decades.
419	Grace	Barron	marymoon3@gmail.com	28806	It is a slap in the face to move forward with this project in the wake of Helene. So many in our community compromised with the 4B plan and worked hard to create and advocate for it. This project is ongoing urban renewal and history will remember it as such.
420	Malissa	Turney	malissaturney@gmail.com	28806	Is the redesign a NEPA product? Why weren't neighbors consulted about the changes to the plan? Who will be responsible for maintaining the area under the overpass after it's built? Where can I learn about the noise and community impacts of the Patton Ave overpass?
421	Evan	Quirk-Garvan	evanqg@gmail.com	28804	In addition to swapping the flyover out for a below grade option, the lanes on Patton avenue should be built to specs that encourage people to follow the speed limit. Highway sized lanes (12ft wide, as written on the ncDOT plan) encourage 65 mph driving. This already happened on Broadway street, let's not make that mistake twice!
422	Karen	Milnes	milnes28804@gmail.com	28804	In addition to everything stated in the petition, FLY-OVERS are dangerous and scary for many people. A solution without them adds to the compelling argument in the petition.
423	Emily	Yagiello	eyagiello@gmail.com	28806	Impact studies and due diligence must be done FIRST!
424	Colleen	Watson	cwatsonwinters@yahoo.com	28806	If it has already been determined that there is no benefit in terms of cost to go over rather than under, why would the city change the face of Asheville to build this? Where are the environmental, economic, sound and particulate impact studies? These cannot be the same as those previously completed for going under rather than over.
425	Eli	Helbert	elioc1@gmail.com	28806	I've lived in Asheville since 1994. This is not a good solution to our growth.

I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

#	First name	Last name	Email	Zip code	Comments
426	Jimmy	Raines	jimmy@allegraasheville.com	28806	I've been following the I-26 Connector project for the past 4 years with the understanding only a small portion of the front of our property would be taken to allow for the project to be successful. With that said, assuming the traffic in front of us would be better managed (slower), we've made many updates to appeal to drivers as they pass through. My concern is that we carry a significant payroll with 30 paid professionals, and have served the entire community (government, medical, educational, small business) with printing, mailing and marketing services for 27 years. To find light industrial accommodations for our business is more than a small challenge with a lack of commercial property in Asheville currently. I'm hoping to find an audience who can help us understand how to navigate this situation, and hoping for an explanation of why we haven't been contacted. I realize there are no obligations to property owners, however, the discussion concerning the Connector project doesn't seem to take community revenue (individual income, sales tax, property tax) into consideration with 26 businesses losing their space.
427	Melissa	Burdeo Burdeos	mcuraburdeos@gmail.com	28806	I'm very concerned about how this will affect my health and wellbeing in my neighborhood.
428	Alex	Henderson	alexpaulhenderson@gmail.com	28748	I'm a professional designer and I have studied the implications and impacts of infrastructure decisions on community health. With large infrastructure projects it is essential that best practices and thoughtful design be implemented from the earliest stages of the project rather than attempts to beautify or improve after. Even significantly higher upfront costs will prove profitable in the long run.
429	albert	farland	800toothpicks@gmail.com	28806	I'm a pedestrian 90% of the time- and I do walk from west Asheville to downtown- and this would destroy that!
430	Michelle	Hale	mx.shayla@gmail.com	28801	I've been to all the DOT meetings and finally a decision was made that was best compromise for Asheville and the vulnerable neighborhoods closest to the highways and this project. Then, the meetings stopped and now THIS catastrophe is being pushed through? After all the destruction Asheville has faced from Helene, how does ANYONE actually think so much more development over the RIVER is a good idea??? The same river that just flooded and destroyed our town?!? Really? Absolutely not. Horrible design and horrible idea to go through with this. If this design is followed through to completion, there will be more catastrophic consequences for Asheville. Asheville CANNOT take anymore needles destruction.
431	Andrew	Austell	drewaustell@gmail.com	28806	I'm deeply opposed to the over pass proposal. This is not what was planned or promised and is not in the interests of our community
432	Luke	Schroer	ltschroer@hotmail.com	68102	I'm currently looking to move, and how a city is treating pedestrians and infrastructure is HUGE on my importance list. Really good resources I recommend are "Strong Towns" and affiliated friendly organizations of them.

I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

#	First name	Last name	Email	Zip code	Comments
433	Dr. Tristan	Bassingthwaighte	DeepSpaceDesigner@gmail.com	28801	I'm a practicing architect in-town and have experience in urban design and programming. I cannot abide such an awful addition, that not only visually pollutes an area but stymies its future growth as well. Asheville is beautiful for it's classic and pedestrian-friendly atmosphere, and we will need to live for decades with whatever result this construction leaves us. Please keep this blight out of our future and continue to focus on pedestrians and quality of life as well as future aesthetics of an Asheville-to-be. We deserve better than this to-be-graffitied ugly slab hovering over us.
434	Gregory	Verhovshek	gjverhovshek@icloud.com	28801	I-26 should not loom mover and further degrade Patton Ave. Development plans should enhance existing infrastructure, not degrade it. Highways, although important, have often been placed in a way that bifurcates communities rather than bringing them together, and in a way that reduces transportation options (cars only) rather than expanding them. Please do not repeat this mistake. Do not allow the I-26 project to further degrade our civic infrastructure. The urban fabric should take precedence. The highway should be routed under Patton, rather than vice-versa. We can both keep our streets local and our highways efficient, with proper planning. Subjugating Patton to I-26 is not the way to achieve this.
435	Kristen	Schlaefer	kkelleync@gmail.com	28806	I-26 MUST go under Patton Ave.
436	Harrison	Fahrer	harrison@cellarestbeer.com	28806	I would personally love to see Asheville designed to be the pleasant mountain oasis it's marketed as, with infrastructure that supports smart housing, walkability, biking and, most importantly, a design that supports the residents of Asheville. I don't believe that the current plans improve the quality of life for locals.
437	Ana K.	Salas Montano	kat.salasmo@gmail.com	28806	I would like to express my dislike of the overpass above Patton Ave. In talking about alternatives, I would like to know the research that has been done by DOT to switch the design from the original proposal and know what were the factors in the decision to switch it.
438	Leah	Smith	lksmith720@gmail.com	28716	I work in downtown and drive this route regularly - I would much rather see Patton Ave turned into a pedestrian-friendly corridor as promised, rather than a concrete-encased monstrosity that further divides the city and creates an eyesore for generations to come.
439	Henry	Walker	hwupdates@gmail.com	55407	I work in Asheville, and love this town!
440	William	Lawrence	william.z.lawrence@gmail.com	53221	I was very excited imagining being able to walk from downtown to West Asheville, and with the overpass, that just won't be practical or pleasant.
441	Nathan	Manis	nhmanis@yahoo.com	28806	I was shocked to hear that ncdot has changed the proposed design for i-26 through w. Asheville. I have lived here for almost 25 years and have observed the long, and I felt, thorough process of determining how the hwy should cut right into the vibrant neighborhood I love so much. It is adding insult to injury to then suddenly and drastically alter these plans out of the blue. I hope we can go back to what I thought was the settled plan to have Patton go over the interstate, not the other way around.

I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

#	First name	Last name	Email	Zip code	Comments
					I urge the City of Asheville to reconsider the revised plan for an overpass across Patton Avenue as part of the I-26 improvements. The original plan for an underpass offered a more community-friendly solution. This change has significant implications for neighborhood connectivity, walkability, and long-term urban impact. Before moving forward, a thorough study on community and environmental effects should be conducted and shared transparently. Please prioritize thoughtful, community-centered design.
442	Lydia	Boinest	lydiaboinest@gmail.com	28806	
443	Jason	Sandford	sandford.jason@gmail.com	28806	I support this petition in opposition of proposed overpass design.
444	Jeffrey	Pope	jeffreypope@gmail.com	28806	I support the Citizens' Coalition of West Asheville's request for the City to perform a Life Cycle Assessment (LCA) on both alternative bypass designs (going over and going under Patton Ave)
445	Kate	Priest	katepriest@yahoo.com	28701	I strongly oppose the current design for the 1-26 overpass.
446	Jacquelyn	Zehner	jazehner@gmail.com	28806	I strongly oppose the construction of this flyover— I want walkable design, and more sidewalks, not a flyover that makes it harder to be a part of our neighborhood. Please stop these plans!
447	Shelby	Treichler	SATreichler@gmail.com	28787	I strongly oppose the construction of the proposed I-26 overpass. This project threatens to irreversibly alter the character and environment of our community. It prioritizes car traffic over people, safety, and sustainability, cutting through neighborhoods, damaging ecosystems, and further entrenching car dependency in an era when we should be investing in public transit, bike infrastructure, and walkable communities. This overpass would bring more noise, pollution, and traffic to our town—not relief. It jeopardizes local businesses, displaces families, and endangers our rivers, forests, and historic places. We urge the Department of Transportation to consider more equitable, community-centered alternatives that preserve the integrity of our region rather than bulldozing over it—literally and figuratively. Please listen to the voices of the people who live here. We deserve a say in the future of our community—and we say no to the I-26 overpass.
448	Benjamin	Wineland	ben.wineland@gmail.com	29365	I strongly believe Patton Avenue should be ABOVE the interstate; Interstate corridor traffic should pass underneath Patton Ave. Prioritize citizens of Asheville, not those carelessly passing through town.
449	Jonathan	Watermulder	buymycoolness@gmail.com	28801	I own/live in a house off roosevelt street. Spend the money to cut the shit out of the ground for an underpass - these nc officials are clowns and are providing a cheap design. Fucking retards
450	Harry	Smith	harrysmith@hotmail.com	28715	I oppose the overpass! I26 needs to go under Patton Ave
451	Sara	Molskness	smolskness@yahoo.com	28806	I oppose the overpass design. Why can't we make this city more walkable/bikeable!? We demand safer facilities!! Overhead passes are hostile to pedestrians. There's only one Asheville- let's get this built right.
452	Carol	Stephenson	cleestep1@aol.com	28806	I oppose the overpass design
453	Jessica	Wickstrom	mott.wickstrom@gmail.com	28806	I oppose the flyover design of the I 26 connector bridge and insist that the community design proposals be brought back to the table.
454	Sylvia	Terry	sylviaanddan@yahoo.com	28801	I oppose the DOT redesign of the I26 connector.
455	Andrew	Impeduglia	andrewimpeduglia@gmail.com	28778	I oppose anti-environmentalist infrastructure.

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456	Rachel	Stein	nrachelstein@gmail.com	28801	I notice less traffic on 240 and future 26 since hurricane Helene. We know people have left the area and tourists haven't fully returned. Do we even need this massive new system of multiple bridges over the river and between neighborhoods that further slice Asheville up and mean that many more of us will contend with highway noise and light pollution? Why go ahead with this project at this moment in time? Why not rethink the entire highway question.
457	Ren	Stander	laurenstander99@gmail.com	28806	I love being able to cross the area of road on Haywood to get to and from my home and some of my favorite local businesses. This expansion would make it much more dangerous and unaccessible. I deeply disagree with the choice to build it.
458	Tristan	Brennis	tristansbrennis@gmail.com	23231	I love Asheville and plan to travel there frequently. The connectivity of Patton Ave is an essential part of the city's layout and attractiveness as a visitor. I would like to see more effort towards the i-26 underpass.
459	AmyRose	Wendell	pinkcoiffant@gmail.com	37218	I lived in Asheville for about 8 years, I moved away a few years ago but I visit at least two times a year. People and tourism are drawn to Asheville because of its beauty... It's this kind of shortsighted ugly ass industry that destroys pretty towns. It will harm the people it will harm the beauty. And it's just a bad idea all around. Thank you.
460	Ross	Smith	contact.ross@gmail.com	28806	I live right around the corner from the proposed overpass and I'm heartbroken they're considering this new option. Please invest in our future and don't cut corners by installing the overpass.
461	Joy	Pompeo	ecstaticjoy@gmail.com	28806	I live on State Street in West Asheville and this decision affects me and my entire family, and will likely affect us the rest of our lives, since we plan to stay here.
462	Jill	Weaver	weaverwherever@gmail.com	28806	I live off Patton Avenue in West Asheville and want the plan that was agreed to - not the overpass. We need to improve the visual appeal of this important corridor, not make it worse.
463	Ben	Mason	neb@tekkind.com	28739	I live nearby, work in the area, studied at UNCA, and have traveled on Patton Ave many times. An overpass would destroy the character of the area, and would be devastating to local residents.
464	Jessica	Gaydos	jessicagaydos@me.com	28787	I live in Weaverville and work downtown. While we need a safer interchange or I240/I26 (I see the dangers as a daily commuter) this new plan creates new dangers for pedestrians. It also disconnects our city and looks to be a much larger impact than the prior approved plan that stalled. I urge push back on this design
465	Laura	Riddering	lorises-romance.9g@icloud.com	28806	I live in this neighborhood and agree with the statement.
466	zen	Sutherland	zen.sutherland@gmail.com	28806	I live in East-West Asheville and am very concerned that this IS NOT pedestrian friendly, NOT what was originally proposed and NOT good for our community.
467	Joshua	Martin	sundownslim@gmail.com	28806	I live in East West Asheville and i am not going anywhere else unless i am forced to and I am strongly opposed to this last minute change in the plans for the highway.
468	JoAnn	Doll	joanncdoll@gmail.com	28806	I live in a neighborhood right off of Patton Ave a few minutes driving distance from the proposed construction site. We already experience significant noise pollution from traffic congestion. I'm concerned that the new overpass plan will directly contribute to even worse noise pollution as well as air pollution for all neighborhoods in the area.
469	Prudence	Liberty	plib@hotmail.com	28804	I hope this petition has some effect on decisions made without our input.
470	Suzanne	Miller	suzymil@bellsouth.net	27006	I hope no homes are affected. My daughter lives there.

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471	Chris	Hughes	jewdy22@gmail.com	28704	I hereby sign this petition
472	honey	clark	honeyclark777@gmail.com	28804	i have lived in asheville my whole life, born and raised. this project will destroy asheville! I have lived both in cities divided by freeways as is being proposed, and those who chose to avoid such a division. The latter clearly stimulates better all-around growth, community, and quality of life.
473	Rachel	Hinds	hindsrj@gmail.com	28801	I am friendly opposed to routing I-26 over Patton.
474	Stephanie	Greiner	rawfoodie@me.com	28806	I have concerns about the proposed plan and would rather see Patten Avenue more walkable with new residential and commercial businesses-without multi lanes of highway on top of it.
475	Jacob	Sloane	jaydonslo@gmail.com	28805	I have 0% confidence in the Asheville government. You seem to be committed to not protecting the beauty of Asheville or any of its historic importance, Natural beauty, Or good city design. You absolutely seem completely uncommitted to protecting and improving West Asheville.
476	James	Snyder	jam3ssnyder@gmail.com	28801	I had no idea the design had changed from an underpass to an overpass

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					I grew up in North Asheville, privileged enough to have bike-accessible routes downtown and down to the river. This was life-changing beyond belief. It gave me autonomy as a teenager and gave me access to nature, to stores and businesses. I dream of that possibility for everyone in Asheville and everyone across the river. I fear this bypass will limit that possibility. As we rebuild and add new infrastructure, we mustn't overlook long-term benefits for short-term gain. I am writing to voice my concern about the current proposal of the I-26 bypass crossing over Patton Ave in West Asheville as part of the I-26 Connector Project led by NCDOT. A highway structure will bifurcate West Asheville from the rest of town and the long-term impacts on the community have not been thoroughly considered. While the I-26 Connector project will improve safety and traffic congestion on Patton Ave, overhead freeways are historically hostile towards pedestrian traffic. They create physical and psychological barriers between West Asheville and the East side of the river. I see the impacts of overhead freeways in other North Carolina cities. In my own neighborhood, where I currently stay in Durham, I feel divided from my neighbors and businesses on the north side of I-85 from me, though they are only a short walk away. Without just consideration of how to prioritize community health, alternative transit, and pedestrian safety in this build, I fear the I-26 bypass will cement Patton avenue as a dividing road between West Asheville and downtown, and prevent possibilities of it become a transit corridor, connecting the community, and making way for health, lifeliving, and transit beyond cars. Behind closed doors, NCDOT incorporated this once-refuted design into their proposal. This significant design change, in conjunction with the damage from Hurricane Helene, warrants further conversation to ensure the development of local economy and improvement of public health. I support the I-26 Citizens' Coalition's request for the city to perform a Life Cycle Assessment (LCA) on both alternative bypass designs (going over and going under Patton Ave) to review additional tradeoffs beyond the initial costs of construction. In accepting this bid, NCDOT has discarded decades of civic feedback. There are solutions to explore and consider before final designs are complete and construction has begun. Thank you so much. Amelia
477	Amelia	Shore	ameshore@gmail.com	28801	
					I fear for what this will bring. In a time where we should be working to improve transit corridors this overpass will separate west Asheville even further. Studies have show how noise is reduced significantly if roads are embedded in the ground. By elevating this it will create even more dead-space where folks won't want to spend their time. In an area where it's topography makes development difficult we need to protect as much as we can so local communities can thrive. The overpass must be repealed to help preserve our neighborhood
478	Stephen	Riblet	stephenriblet@gmail.com	28801	
					I dont like the flyover idea. Noise pollution. And poor use of space. Do underground like Boston did. Parks on top. Less noise. Made the city better and more beautiful.
479	Victoria	Alba	vickia02356@yahoo.com	28801	
					I do not support the total switch in design to the interstate crossing over Patton avenue. It was not on the design that was approved.
480	Cole	Douglas-Fields	cole.tennis10@gmail.com	28748	
					I do NOT support the NCDOT's plan to put I26 over Patton Ave. This is yet another blatant disregard for this community.
481	Suzanne	Baldwin	baldwin_suzanne@hotmail.com	28804	

I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

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482	Carol	Marks	csmarks645@gmail.com	28754	I do not support the I-26 bridge to go over Patton Ave. The plans that were discussed had Patton Ave. with a beautiful sky view, sunset view if you're walking from downtown, Asheville skyline if you're coming in from the west. Why was this changed? What wasn't it discussed? Keep Asheville Special! Thanks, Carol Marks
483	Emily	Kite	ejkitepsi@gmail.com	28715	I do not support the 'bait and switch' plan for the I-26 Connector after decades of feedback from the local community about our vision for the future of West Asheville and the connection to downtown. We deserve a project that will allow our entire community to thrive.
484	Mary	McConnell	mmccconnell1216@gmail.com	28803	I do not support an overpass
485	Ter	Spinner	termcspinner@gmail.com	28711	I deeply oppose the change of plans for 1-26 to go over Patton ave.
486	Keenan	Phillips	ksphillipscontracting@gmail.com	28714	I commute regularly to Asheville for my business. I oppose the i-26 overpass. Please listen to the citizens! I've lived here, own my home and paid taxes since 2002! Asheville can do so much better!!
487	james	reece	benreece21@outlook.com	27106	i come to asheville all the time, i've been coming my whole life. i have family there. i grew up running around there. this cannot happen. infrastructure destruction of our country is rampant. things like this MATTER!
488	susan	kraft	susan.leslie.kraft@gmail.com	28804	I can not come to this meeting but am so concerned about this!
489	Richard	Koerber	enjoyitsprecious@gmail.com	28801	I believe that how a project interfaces with nature and the relevant human traffic is an issue of paramount concern. After so many years of devoted public participation, this new design going OVER Patton is a slap in the face.

I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

#	First name	Last name	Email	Zip code	Comments
490	Erin	Sherrill	erin.r.sherrill@gmail.com	28806	<p>I am writing, along with so many others, to voice my concern about the current proposal of the I-26 bypass crossing over Patton Ave in West Asheville as part of the I-26 Connector Project led by NCDOT. A dominating highway structure will severely bifurcate West Asheville from the rest of town and the long-term impacts on our community have not been thoroughly considered. While the I-26 Connector project will improve safety and traffic congestion on Patton Ave, a towering overhead 8-lane freeway is not friendly toward pedestrian traffic and creates physical and psychological barriers between West Asheville and the East side of the river. Behind closed doors, NCDOT allowed the lowest bidder to incorporate this once-refuted design into their proposal. This significant design change in conjunction with the damage from Hurricane Helene warrants further conversation to ensure the development of our local economy, real estate values, and public health do not suffer. I support the I-26 Citizens' Coalition's request for the City to perform a Life Cycle Assessment (LCA) on both alternative bypass designs (going over and going under Patton Ave) to review additional tradeoffs beyond the initial costs of construction. There are solutions to explore and consider before final designs are complete and construction has begun. In accepting this bid, NCDOT has discarded decades of civic feedback, and six months after Helene, our community is still deeply grieving. Yet as we rebuild and add new infrastructure, we mustn't overlook long-term benefits for short-term gain. It's the only just option to serve the citizens of Asheville for generations to come. And an added personal note, I live within a few minutes of where this overpass would be built. This would be bad for everyone in the area and just the idea of an overpass has locals clearly upset and feeling betrayed. I just spent an entire weekend in Chicago and was able to safely walk and ride a bike everywhere and didn't use a car once. I quite literally walked multiple miles at midnight and didn't feel unsafe at all. I couldn't even IMAGINE doing such a thing in Asheville since the trek from downtown to west Asheville doesn't prioritize pedestrians. Walkable cities thrive. Stick to the original plan and make Asheville a better place. It's the least you can do.</p>
491	Bryant	Wheeler	bryant@allegraasheville.com	28801	<p>I am writing to voice my concerns over sending the new road directly through the building at 2 Westgate Parkway. Our company services many Asheville city government departments and this company has been a mainstay in the Asheville area for a very long time. There are many options to send the road and side roads around this building and it should not be demolished. Thank you for reading and considering alternatives!</p>
492	Tiffany	White	mila.white@buncombenc.gov	28801	<p>I am writing to voice my concerns about the current proposal. The new plan shows that the DOT will take my home. I found out about this during a public meeting. This will cause me to be removed from my neighborhood with no path to be able to afford a like home in my neighborhood or an interest rate I can afford. Before I bought my home 15 years ago I was assured by the DOT that there were programs to assure that I would be able to get the same loan interest rate and a like home in the same neighborhood. In accepting this bid and keeping it from the homeowner whose home would be take I feel like I was misled. This plan would have long term negative effects on the community.</p>

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493	Tallis	Monteiro	tmonteir@alumni.unca.edu	28806	<p>I am writing to voice my concern about the current proposal of the I-26 bypass crossing over Patton Ave in West Asheville as part of the I-26 Connector Project led by NCDOT. A dominating highway structure will severely bifurcate West Asheville from the rest of town and the long-term impacts on our community have not been thoroughly considered. While the I-26 Connector project will improve safety and traffic congestion on Patton Ave, a towering overhead 8-lane freeway is not friendly toward pedestrian traffic and creates physical and psychological barriers between West Asheville and the East side of the river. Behind closed doors, NCDOT allowed the lowest bidder to incorporate this once-refuted design into their proposal. This significant design change in conjunction with the damage from Hurricane Helene warrants further conversation to ensure the development of our local economy, real estate values, and public health do not suffer. While the I-26 Connector project will improve safety and traffic congestion on Patton Ave, a towering overhead 8-lane freeway is not friendly toward pedestrian traffic and creates physical and psychological barriers between West Asheville and the East side of the river. Behind closed doors, NCDOT allowed the lowest bidder to incorporate this once-refuted design into their proposal. This significant design change in conjunction with the damage from Hurricane Helene warrants further conversation to ensure the development of our local economy, real estate values, and public health do not suffer. In accepting this bid, NCDOT has discarded decades of civic feedback, and six months after Helene, our community is still deeply grieving. Yet as we rebuild and add new infrastructure, we mustn't overlook long-term benefits for short-term gain. It's the only just option to serve the citizens of Asheville for generations to come.</p>
494	Alex	Smith	alexsmith@connectbuncombe.org	28806	<p>I am writing to voice my concern about the current proposal of the I-26 bypass crossing over Patton Ave in West Asheville as part of the I-26 Connector Project led by NCDOT. A dominating highway structure will severely bifurcate West Asheville from the rest of town and the long-term impacts on our community have not been thoroughly considered. While the I-26 Connector project will improve safety and traffic congestion on Patton Ave, a towering overhead 8-lane freeway is not friendly toward pedestrian traffic and creates physical and psychological barriers between West Asheville and the East side of the river. Behind closed doors, NCDOT allowed the lowest bidder to incorporate this once-refuted design into their proposal. This significant design change in conjunction with the damage from Hurricane Helene warrants further conversation to ensure the development of our local economy, real estate values, and public health do not suffer. I support the I-26 Citizens' Coalition's request for the City to perform a Life Cycle Assessment (LCA) on both alternative bypass designs (going over and going under Patton Ave) to review additional tradeoffs beyond the initial costs of construction. There are solutions to explore and consider before final designs are complete and construction has begun. In accepting this bid, NCDOT has discarded decades of civic feedback, and six months after Helene, our community is still deeply grieving. Yet as we rebuild and add new infrastructure, we mustn't overlook long-term benefits for short-term gain. It's the only just option to serve the citizens of Asheville for generations to come.</p>

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495	Elizabeth	Bunner	elizabethbunner@gmail.com	28801	<p>I am writing to voice my concern about the current proposal of the I-26 bypass crossing over Patton Ave in West Asheville as part of the I-26 Connector Project led by NCDOT. A dominating highway structure will severely bifurcate West Asheville from the rest of town and the long-term impacts on our community have not been thoroughly considered. While the I-26 Connector project will improve safety and traffic congestion on Patton Ave, a towering overhead 8-lane freeway is not friendly toward pedestrian traffic and creates physical and psychological barriers between West Asheville and the East side of the river. Behind closed doors, NCDOT allowed the lowest bidder to incorporate this once-refuted design into their proposal. This significant design change in conjunction with the damage from Hurricane Helene warrants further conversation to ensure the development of our local economy, real estate values, and public health do not suffer. I support the I-26 Citizens' Coalition's request for the City to perform a Life Cycle Assessment (LCA) on both alternative bypass designs (going over and going under Patton Ave) to review additional tradeoffs beyond the initial costs of construction. There are solutions to explore and consider before final designs are complete and construction has begun. In accepting this bid, NCDOT has discarded decades of civic feedback, and six months after Helene, our community is still deeply grieving. Yet as we rebuild and add new infrastructure, we mustn't overlook long-term benefits for short-term gain. It's the only just option to serve the citizens of Asheville for generations to come.</p>
496	Hannah	Arwe	harwe4@gmail.com	28806	<p>I am writing to voice my concern about the current proposal of the I-26 bypass crossing over Patton Ave in West Asheville as part of the I-26 Connector Project led by NCDOT. A dominating highway structure will severely bifurcate West Asheville from the rest of town and the long-term impacts on our community have not been thoroughly considered. While the I-26 Connector project will improve safety and traffic congestion on Patton Ave, a towering overhead 8-lane freeway is not friendly toward pedestrian traffic and creates physical and psychological barriers between West Asheville and the East side of the river. Behind closed doors, NCDOT allowed the lowest bidder to incorporate this once-refuted design into their proposal. This significant design change in conjunction with the damage from Hurricane Helene warrants further conversation to ensure the development of our local economy, real estate values, and public health do not suffer. I support the I-26 Citizens' Coalition's request for the City to perform a Life Cycle Assessment (LCA) on both alternative bypass designs (going over and going under Patton Ave) to review additional tradeoffs beyond the initial costs of construction. There are solutions to explore and consider before final designs are complete and construction has begun. In accepting this bid, NCDOT has discarded decades of civic feedback, and six months after Helene, our community is still deeply grieving. Yet as we rebuild and add new infrastructure, we mustn't overlook long-term benefits for short-term gain. It's the only just option to serve the citizens of Asheville for generations to come.</p>

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					I am writing to voice my concern about the current proposal of the I-26 bypass crossing over Patton Ave in West Asheville as part of the I-26 Connector Project led by NCDOT. A dominating highway structure will severely bifurcate West Asheville from the rest of town and the long-term impacts on our community have not been thoroughly considered. While the I-26 Connector project will improve safety and traffic congestion on Patton Ave, a towering overhead 8-lane freeway is not friendly toward pedestrian traffic and creates physical and psychological barriers between West Asheville and the East side of the river. Behind closed doors, NCDOT allowed the lowest bidder to incorporate this once-refuted design into their proposal. This significant design change in conjunction with the damage from Hurricane Helene warrants further conversation to ensure the development of our local economy, real estate values, and public health do not suffer. I support the Citizens' Coalition of West Asheville's request for the City to perform a Life Cycle Assessment (LCA) on both alternative bypass designs (going over and going under Patton Ave) to review additional tradeoffs beyond the initial costs of construction. There are solutions to explore and consider before final designs are complete and construction has begun. In accepting this bid, NCDOT has discarded decades of civic feedback, and six months after Helene, our community is still deeply grieving. Yet as we rebuild and add new infrastructure, we mustn't overlook long-term benefits for short-term gain. It's the only just option to serve the citizens of Asheville for generations to come.
497	Ethan	Blackmore	eblackmore3223@gmail.com	28806	
498	Adam	Reaves	adam.r.reaves@gmail.com	28806	I am strongly opposed to NCDOT's plan to build an I26 overpass over Patton Ave. This unstudied and controversial change should be immediately discarded.
499	Rick	Clemenzi	rickclemenzi@gmail.com	28814	I am shocked at the disregard given the decade long effort to do this right, and the fact that any contractor would propose such a poor design alternative at all in light of that decade long effort! I believe the whole thing should be scrapped and restarted before this horrible design is used.
500	Annie	Lewis	annie.lewis@exprealty.com	28803	I am opposed to the I-26 Overpass design
501	Derrick	Smith	derrick.smith.2081@gmail.com	19977	I am in favor of the roadway, modifications, creating an underpass versus an overpass, allowing the public to have easier access to main roadways. The Department of transportation needs to provide more time for public review and input before moving forward with construction.
502	Christi	Whiteley	christisueinasheville@gmail.com	28806-4262	I am disgusted with the local disregard for the citizens of this town. Despicable behavior by our elected officials and no consequences for the irreversible damage. You will be fired.
503	Chase	Perren	cmperrren@gmail.com	28804	I am curious to explore the NEPA compliance concerning this new development decision. Has this new design gone through the appropriate comment period? The city provided a viable alternative for an underpass, which fit both the needs of the city and needs of the state. If NCDOT isn't willing to cooperate then they deserve all the pushback the city is giving.

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504	Carrie	Plaxco	medit8@live.com	28806	I am against this re-design. I had been to every public meeting in this over all the years, this new design was snuck in under the radar. There are ways to save money to do it the original way it was approved to be, such as the lanes do not need to be 12 ft, that causes people to drive faster and the last thing we need is faster cars in the city.
505	Melissa	Dixon	melissa.monaco@gmail.com	28748	I am against these changes.
506	Christal	Weatherly	christalweatherly@gmail.com	28801	I am against the new overpass design. It doesn't make sense when other cities who have large overpass highways are having major issues, including increased crime. It will be a perfect habitat for our homeless to congregate, creating a hotbed of crime due to the hidden nature of an overpass, when we're already having major issues with excessive homelessness.
507	Gregory	Harrison	gregorywharrison@gmail.com	28801-3226	I am a property owner and resident of the Asheville downtown district and I, along with many others, will be directly impacted by this project. I am greatly concerned about the design and approval process to date and the lack of transparency and proper approvals for the project. This important and tremendously expensive project demands additional consideration and input opportunity by the citizens of Asheville, particularly as we carefully and considerately rebuild after Helene.
508	Sarah	Wells Rolland	sarah@thevillagepotters.com	28806	I am a business owner at Westgate and am deeply concerned about this change to the plan to go over Patton Ave. Sarah Wells Rolland
509	Aaron	Dishman	aaron.d.dishman@gmail.com	28805	I also do not think it's a good idea to put a 8 lane highway OVER Patton!
510	Robert	McHugh	rebaloo@bellsouth.net	28806	I agree with the 4b plan and do not want the overpass for aesthetic and noise.
511		0	0 actionnetwork@localhost.network	28805	How dare the kleptocrats at NCDOT try this on our city. Who is this contractor and who at NCDOT is taking kickbacks from them?
512	Lois	Hodgson	loisharte@yahoo.com	28803	Honorable companies would stick to original agreement.
513	Elzy	Lindsey	elzy2025@gmail.net	28801	Honor the commitment made for this project. Integrity is EVERYTHING.
514	Paul	Enderle	paenderle@gmail.com	28806	Haven't we suffered enough from the destruction of Helene in taking away a lot of our city's beauty? This is one of the gateways, Let's show our best
515	Patricia	Serrano	patriciavserrano@gmail.com	28806	Growth and development in Asheville cannot come at the expense of the people who live here. Infrastructure decisions—especially ones as impactful as the I-26 Connector—must center the well-being of local communities, not just cost savings or construction timelines. The return of the flyover design above Patton Avenue ignores years of community input and disregards the needs of nearby neighborhoods. Long-term progress means listening to residents and building a city that serves everyone, not just through traffic.
516	John	Stewart	jstewartnc12345@gmail.com	28801	Go back to the design approved by the community. Also eliminate the roundabout at the end of Houston and Cortland. This will only funnel traffic onto a one lane street.
517	Tracy	Burkhardt	tlburkhardt@hotmail.com	28804	From living a significant portion of my life in Brussels Belgium and seeing how great underground highways work, the safety improvements, as well as allowing for parks and usable land above, I am heartbroken to learn recently at the city council meeting that the plans have changed. We need to think long term and not just make a quick decision based on cost alone.
518	Aubury	Phillips	snobury@gmail.com	28786	From Asheville, raised in Asheville, this is heartbreaking. Tearing all the community apart of what Ashville has to offer and who we are.

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#	First name	Last name	Email	Zip code	Comments
519	Lindsey	De May	lindseyjdemay@gmail.com	28806	From a West Asheville resident who frequently drives on Patton Avenue
520	Ross	Weathersbee	ross.weathersbee@live.com	27603	Former resident of Asheville with ties to current residents. Please do not let this project move forward without proper public input and consideration!
521	Doug	Hanson	doug.hanson1969@gmail.com	28801	For something so long in the planning, no change this drastic should be allowed without public input and buy-in. This is our home.
522	Ryan	Ross	biting-insider3l@icloud.com	28803	For how progressive Asheville claims to be. It feels a lot like virtue signaling when they allow our roads and sidewalks to be death traps. We are supposed to be sustainable. We are supposed to be inclusive of those with special needs, financial short falls and those that would prefer to use green modes of transportation. Yet we have sidewalks with power polls in them. Roads with no shoulders. Bus stops with no protection from elements or protection for other road users and pedestrians. All that Asheville claims to be in print is the exact opposite once you are here.
523	Cullen	Kennedy	cullenwkennedy@yahoo.com	21701	Follow Rob Robinson for infrastructure reform
524	Kaeleigh	McCauley	kae@outsiderbrewing.beer	28806	Focus on reworking our public transit, safe bike lanes, and pedestrian walkways to support more traffic and growing population!! Not just support for cars....
525	Caroline	Rodier	cmrodier@gmail.com	28806	Fly over bridges are not appropriate for this central location. They will bring added noise, destroy our beautiful mountain views and I'm not convinced they will actually help with traffic flow but create other bottlenecks. It's not the kind of pedestrian friendly atmosphere I look for in a place to live or visit.
526	Suzanne	Elms	mrstiggys.elms@gmail.com	28804	Excellent explanation on Youtube. Thank you.
527	JESSE	GRAETER	jhgraeter@gmail.com	28806	Especially concerned if additional changes happen in the future. Like the bike paths. Though I can see that the flyover saves money, and limits impact to local traffic during construction. always pros and cons. thanks for guiding the community and we DO NEED THIS NEW HIGHWAY, FINALLY! Don't want the project cancelled.
528	sarah	booth	booth1sj@gmail.com	28805	dont build that ugly ah highway are you for real?
529	Jim	Howarth	disc.howarth@gmail.com	28806	Don't ruin the potential for a good thing!
530	Gwendolyn	Hill	gwen.eskell.hill@gmail.com	28806	Don't ruin our neighborhood! This is not forward thinking urban design—this is a highway hellscape running through the center of our community that has already experienced so much damage. Keep the connector under Patton so we can have the bike and pedestrian friendly streets we need!
531	Jake	LaGory	jlagory@gmail.com	28806	Don't make Patton even worse!
532	Mitch	Capps	mitchcapps13@gmail.com	28806	Don't do it , dog
533	Kathleen	Johnston	kittykitty@gmail.com	28801	Don't divide and disconnect our city with a flyover.
534	Mandy	Galaxia	mbgalaxia@gmail.com	28803	Don't destroy our spaces that we were promised to have. There's few nice walkable places in our small city.
535	Jonathan	rhoades	jlrhoades@yahoo.com	28806	Don't build until I26 goes under Patton Avenue
536	Chuck	Novotny	novotnycharles5@gmail.com	28806	Don't
537	Tamera	Surrett	tamera.surrett1999@gmail.com	28806	Don't ruin the town even more
538	Cindy	Tran	cindyjtran2005@aol.com	28806	don't ruin our neighborhood.
539	Mason	Kuykendall	masonak1104@gmail.com	28752	Don't put i-26 over Patton please.
540	Kirstie	Arrington	kirstieaa0512@gmail.com	28785	Don't build this terrible highway bridge! Keep the environment green!
541	Alex	Tolini	tolini.a@gmail.com	28806	Do what's best for the long term preservation of the city. Do not accept the lowest bid.

I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

#	First name	Last name	Email	Zip code	Comments
542	Preston	Powell	prestonpid@gmail.com	28803	Do not settle for the cheapest option when it will end up costing you more in the long run. This will destroy more of what makes this place Asheville and turn it into yet another "concrete city". Don't let NCDOT cheap out and ruin the already fragile balance of charm this city has left
543	Ethan	Sherrod	ethansherrod@gmail.com	28804	Do not do this. Huge mistake.
544	Wendi	Williams	butterbugsbakedgoods@gmail.com	28806	Do not destroy our town! This is not what was agreed upon!
545	Vicki	Pagano Lupfer	mennolly22@yahoo.com	28748	Do not build this monstrous overpass in our beautiful Asheville. Have you seen Atlanta? We have a gorgeous countryside and I don't want it further obscured
546	Danielle	Huffenus	daniellerose0229@gmail.com	28748	do not build this bypass here!
547	Michael	Keshish	michael.keshish@gmail.com	91040	DO NOT BUILD THE HIGHWAY ON PATTON AVE.
548	Tyler	Martin	baseballmagic1983@gmail.com	28806	Do not build a bridge over Patton. Hold NCDOT accountable for their waste and laziness.
549	Richard	Bergh	rlyon@duck.com	28806	Do it right, not cheap. We have to live with this forever.
550	melissa	weston	westonmp3@gmail.com	28806	Do better at listening to the citizens and the people who use the spaces daily.
551	Cecily	Deex	cecilydeex@gmail.com	28806	Dear Mayor, I was shocked to discover the design change was given the green light. This needs to be corrected ASAP. We will live with this decision for generations. Thank you, Cecily
552	Elsa	Enstrom	elsaenstrom@gmail.com	28704	Cutting corners in improving our highway system will result unnecessary displacement of people in one of the more vulnerable areas i'm the city. We need to go with what was originally agreed upon as the best plan as opposed to the lowest bidder.
553	Kailani	Clarke	kailaniclarke45@gmail.com	28803	Could we just...not? Make things worse? Please?
554	Carrie	McLauchlan	cestrayh@gmail.com	28803	Concerned about the impact of this new plan on our entire community. Asking that those in charge seriously reconsider.
555	Stan	Cross	stanjcross@gmail.com	28787	Community stakeholders worked long and hard with the DOT to develop an I26 expansion plan that achieved the DOT's goals while maximizing benefits and minimizing harm to our community. Those plans had the new highway going under Patton Avenue for reasons that are well articulated and understood by all parties. For the DOT to have considered a bid that differed from this agreed-upon plan without consulting with community stakeholders demonstrates a lack of integrity on the agency's part. The original plan for 2018 should be honored without any excuses.
556	Karen	Blum	kblum555@gmail.com	28806	Come on!!!! We shouldn't have to do this! Stick to the original plan that was agreed upon! I would prefer Patton ave become a boulevard built with trees and bike and walking paths wit the highway underneath ! Move the cables and whatever else needs to be done but built is with the goal of taking care of our vulnerable neighbors and visually enhancing the city
557	Al	Emproto	brooklynboyal@aol.com	28806	City Of Asheville was very sneaky. Didn't tell anybody they were doing it which is wrong. They're trying to take away the beauty of the mountains from us especially when they were approved of having patton ave above an I 26 under taking my tax money and going against us, which is wrong

I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

#	First name	Last name	Email	Zip code	Comments
558	Colbeigh	B	fundamentalsintruth@gmail.com	28704	Citizens of Greater Asheville (and Buncombe County) deserve transparency on how and where our tax dollars go and sneakily submitting the proposed changes is evidence of the necessity to vote folks out of office that support such behavior. I vehemently agree with this referendum/petition and placing my signature on said petition shows my full support of statements therein.
559	Marshall	Hammer	fallenn2place@gmail.com	28806	Citizens deserve the full information, our community deserves actual professional designers' input, and the time it takes to do what's right for the many and the environment. We've just been through Helene and COVID and we need to learn from how we and our neighbors have been impacted as well as the precious land that is our home and our responsibility to steward. Listen to Joe Minicozzi, please.
560	Bill	Loftis	billloftis55@gmail.com	28801	Cannot let this happen to our wonderful town.
561	Ale	Camilleri	Acamilleri661@gmail.com	28709	Can't let contractors walk back their proposals. This will end poorly for the asheville people.
562	Michael	Mersch	mmersch@hotmail.com	28709	Building a poorly designed bridge over Patton Ave is government waste. Let's not build something that our descendants will want to damn us for. They will want to tear it down. Reconnect Patton Ave and put the interstate below.
563	Jennifer	Murphy	ashevillejm@gmail.com	28806	Bring back Alt Plan 4B.
564	Ruth	Hewlett	polaroidpeartree@gmail.com	28804	Booooooooooooooooo listen to your constituents and neighbors!!! Selfish money hungry ego feeders!!
565	ernie	boyd	ernestwboyd@gmail.com	28801	Better yet: Send the whole project into the trash or, at least, back to the drawing board. I240 already killed our neighborhood. No need to trash the entire river front.
566	Paul	Duyckinck	prduyck@gmail.com	28806	Better infrastructure
567	Erin	R	erinmr@hotmail.com	28801	Beautify Asheville.
568	Christina	Lieberman	lieberman.christina@gmail.com	28803	Be smart about design. Keep Asheville and WNC beautiful
569	Melissa Burdeo	Burdeos	mcuraburdeos@yahoo.com	28806	Bait and switch! This is not okay!
570	Catriona	Savage	mountainheirmedia@gmail.com	28805	Aww Hell NO!
571	Brian	Randall	bwrandall87@gmail.com	28806	At the very least , Patton should flyover 26. Pedestrians, bikers, and through traffic would have much less safe conditions.
572	Meghan	Baker	mtnbaker@gmail.com	28806	Ask yourself if you would be in support of this design if YOU lived in West AVL. The answer is likely a resounding "no"
573	Vance	Macdonald	vancemacdonald211@gmail.com	28804	Asheville will only benefit if its communities And tourists have better access to car free infrastructure
574	Amber	Beal	abeal@verneremail.org	28805	Asheville values our nature and neighbors and 26 is a nightmare to begin with.
575	Ariel	Eisenberg	eisenbergam@gmail.com	28801	Asheville needs and deserves walkable city spaces, transparency, and citizen input! No to this plan!
576	Kevil	Harris	kevilgharris@outlook.com	28803	Asheville has a rare opportunity to combine the urban fabrics of downtown and West Asheville in a way that allows non-vehicular traffic. This isn't just about the Jeff-Bowen bridge, this has the entirety of Patton Ave and the surrounding area. In the longterm this could be a useful corridor as local and well loved as Haywood. But this is contingent on this road being a pleasant place to be. Creating a massive overpass would be the opposite of that, I highly recommend pushing for the former plan of a tunnel safely below Patton.

I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

#	First name	Last name	Email	Zip code	Comments
577	Rachel	Shearer	rachelshearer.ux@gmail.com	28801	Asheville does NOT want this!! Don't turn us into a mini Atlanta hellscape where we doom patton avenue to a future of stroad wasteland. Why is this plan back on the table?!?
578	E.M		0 emnightcat@gmail.com	28711	Asheville does NOT need the eye sore of a massive overpass. We're slowly losing our mountain charm and things like this will just exacerbate the problem. Go back to the original plan of putting 26 under Patton Ave. at the very least!
579	Valerie	Potter	potter_val@yahoo.com	28806	Asheville cannot allow NCDOT to pull this 11th-hour bait and switch on our community. A decade ago, all parties agreed on an underpass. Now suddenly an overpass is swapped, and they say it's too late to change? Absolutely not OK.
580	Christopher	Genua	chrisgenua@gmail.com	28806	Asheville can not afford to make Robert Moses-style infrastructure blunders like this. Wake up and fight for this being a LIVABLE city and not just a declining tourist town.
581	Chris	Ayers	chris.ayers2@icloud.com	28803	As someone who loves Asheville, driving out of downtown Asheville and seeing the mountains is one of the biggest joys of my day when driving into WAVL. I would hate to have that view destroyed by the I-26 flyover bypass.
582	Negina	Kolesar	negina7@gmail.com	28806	As someone who lives and bikes in west Asheville, I find the proposed overpass incredibly unwelcome. Our town does not need 8 lanes of massive concrete creating a shadow over Patton Ave.
583	Kathy	Wiggins	kmwiggins@gmail.com	28804	As someone that travels in this area of proposed construction of I26, I am very concerned about the plans that have recently been revealed...
584	Lisa	Newman-Wise	lisanw@yahoo.com	28801	As residents of N AVL who travel frequently to W AVL and utilize the river, we have major concerns with the current proposal of the I-26 bypass crossing over Patton Ave.
585	Ryan	Fehling	ryan.a.fehling@gmail.com	28806	As an Asheville resident and homeowner who lives right off of Patton and uses Patton Ave daily, this is an unacceptable proposition. NCDOT has already agreed on plans for the expansion. This is nothing more than a bait and switch. Do not destroy our community. This is downright lazy. Do the job right. If you insist on this path, then you need to perform the proper impact studies. Back to the drawing board. This should've been finished a decade ago. We can wait another decade if it means doing the job RIGHT.
586	Paige	Huzyak	paige.huzyak@gmail.com	28806	As a West Asheville resident, I'm opposed to road design that further limits our ability to walk and cycle yo other parts of the city. Indefinitely continued car dependence is an impossibility - it is financially insolvent to put down billions of miles of pavement to move only a few hundred million people around. We will not be able to live in a world where everyone can have and use a car between the limits of nonrenewable resources, climate change, and traffic congestion. Asheville should be forward thinking and stop investing in a form of transportation that will soon be an aberration in human history and instead encourage NCDOT to maintain current roadways instead of expand them. These expansions will only make the transition to reasonable methods of transportation more costly and difficult in the future.
587	Dale	Burns	jonardi@cfl.rr.com	28806	As a West Asheville homeowner, I'm concerned about the noise level impact of the flyover versus the original plan and the potential impact to home values. We already have traffic noise from 240 I don't want to see it get worse.

I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

#	First name	Last name	Email	Zip code	Comments
588	Rachael	Steenbergh-Tidesv	rachael.steenbergh@gmail.com	28806	As a resident of West Asheville who likes to ride her bike downtown on the weekends, this project is quite important to me. I strongly urge decision makers to consider factors such as safety, quality of life, and ease of pedestrian use when making decisions about massive infrastructure projects, in addition to the bottom line. Yes, cost savings are important, but the residents are going to be stuck living with this dangerous, ugly monstrosity.
589	Anabel	Winitsky	galceran.winitsky@gmail.com	28806	As a resident of west Asheville I hope for a safe, connected commute by car bike or foot into downtown - and urge the city to hold NCDOT to the original plan, which elevates the experience of ONE Asheville on either side of the French broad for residents and tourists alike, all of whom together drive our economy.
590	Sara	Toohy	sara.eatman@gmail.com	28806	As a resident of the West Asheville neighborhood surrounding Patton Ave, I am disappointed that the City is not selecting a design alternative that supports multi-modal transportation and revitalization of the Patton corridor.
591	Karen	Bethune	karen.bethune@gmail.com	28805	As a permanent resident of Asheville I support the I-26 Citizens' Coalition's request for the City to perform a Life Cycle Assessment (LCA) on both alternative bypass designs (going over and going under Patton Ave) to review additional tradeoffs beyond the initial costs of construction.
592	Tierney	Cody	tiermydear@gmail.com	28723	As a native of Asheville, this overpass is despicable and will ruin what is left of the Asheville culture
593	Eva	Snyder	eva_louise@icloud.com	28801	As a Montford resident I believe in the potential of the original non-overpass design to create multimodal connections across town. Don't waste this one opportunity and settle for the overpass option that preserves existing divisions for the foreseeable future.
594	Mark	Burns	findtheraven@gmail.com	28806	As a homeowner in West Asheville I do not support the I-26 Patton Ave. flyover.
595	Douglas	Oeser	douglas.oeser@gmail.com	28806	As a City of Asheville employee and a resident of West Asheville, I would like an easily accessible bike path across Bowen Bridge for my daily commute to work. I believe that the overpass design that places I-26 under Patton Ave would provide the best chance for a pedestrian/cyclist corridor that would be accessible, aesthetically pleasing, and easier to maintain over time.
596	Martin	Acampora	martythepants@gmail.com	28806	As a 20 year resident of Asheville, and a homeowner who's property will be in the line of sight and sound of this perposed monstrosity. I say please do something about this.
597	Paul	Wadhams	blakeblakie@gmail.com	28803	As a "native" local who grew up here I am astounded by the proposal. I've known of a expansion plan for +15 years and this is beyond what Asheville needs. Yes traffic is ridiculous, especially after Helene, and we need to consider impacts of our shared space.
598	Michael	O'Connor	oconnormjc@gmail.com	28801	Anything worth doing right the first time is worth doing over! We get one chance to get it right so listen to your taxpayers. Thank you.
599	Nathaniel	Gott	gudlighting@gmail.com	28805	Any plan for i26 must be in the public interest and favorable for the beauty and inherent benefit to the long term quality of life for those in Asheville.
600	Adrienne	Bernardi	adriennehume@gmail.com	28806	An OVERPASS redesign? No. This does not work for our community. I live in west Asheville.

I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

#	First name	Last name	Email	Zip code	Comments
601	Jason	Matlock	08jmmatl@gmail.com	28787	An overpass is Not what we agreed to. Accomplishing the wrong goal quickly is still failure. The community is looking to improve continuity and access...an overpass does not achieve this, but further divides city and impedes pedestrian traffic. No one wants to develop around or walk around an overpass. They're shady.
602	Patricia	Lindsay	lindsayram1@gmail.com	28804	An absurd waste of taxpayers money. Encroachment on homes, land, trees and private properties. A rotten and ill-fated project!
603	Rachel	Murdaugh	rmurdaugh@clarknexsen.com	28806	An 8-lane overpass would cripple the economic development on the west side of the river! Let's bring back the underpass option that we had agreed upon to ensure the best outcomes for Asheville residents on BOTH sides of the river!
604	Rachel	Bulkley	rachelbulkley@gmail.com	28806	An 8-lane flyover slicing through our neighborhood isn't progress—it's a failure to listen. We need solutions that unite Asheville, not bulldoze decades of community input.
605	Robin	Sheedy	robinsheedy1@gmail.com	28806	An 8-10 lane overpass is not justified for the population size of Asheville. It's ugly aesthetically, & will take away from the idea of accessing downtown from all directions by foot or by bike.
606	Lisa	Allen	lisa.a75@gmail.com	28806	After what we've been through, Asheville needs to build back better not cheaper. This is an opportunity. Let's not blow it.
607	Wendy Lou	Billings	itswendylou1@gmail.com	28801	After seeing such a huge departure from the plan and design that was agreed on between NCDOT and Asheville, this appears to be an old fashioned bait and switch. A letter to the State Attorney General's office is in order.
608	Alexis	Dunn	dunnalexisa@gmail.com	28806	absolutely not. after the things we as a community have been through?? ncdot and community approved plans only how dare you
609	Sybil	Argintar	sybil.argintar@yahoo.com	28801	A totally different plan was accepted and approved in 2018. Very very sneaky the way this was done to go back to another plan for bidding. Is community input no longer get respected? The city can and should speak out
610	Seth	Little	sethin2@gmail.com	28801	A shift in explicit plans without public comment is not democratic or representative.
611	Eleanor	Johnson	ebsj36@icloud.com	28803	A multilane overpass would destroy the beauty of the boulevard proposed for the future of Patton Avenue, linking downtown and West Asheville.
612	THOMAS	CAMP	tbrookscamp77@gmail.com	28806	A massive complex of overpass like the current plan relies upon is bound to attract and shelter a concentration of the unsavory characters of Asheville. It will become unsafe and unsightly and will probably end up in the news for all the wrong reasons. Don't let that be our reality. Don't let that be your legacy.
613	Patrick	Harrington	harrin7@gmail.com	28806	A fly-over in West Asheville is backwards thinking. As cities around the country take them down, we build one in our backyard. Why?
614	Joe	Stanis	joestanis56@gmail.com	28754	A bridge going over Patton Ave will kill any continuity between West Asheville and Downtown. You can't throw away years of collaboration like this.
615	Mike	Hamel	mikehamel2@gmail.com	28806	A 12 lane fly over is the most short-sighted concept in a town with an already archaic infrastructure. Do better Asheville
616	Polly	Lórien	polly.lorien@gmail.com	28801	40 homes & 28 businesses demolished?! Please take the time to do it right (an underpass). Please respect traditionally black local neighborhoods.
617	Cat	Tagner	ctagswirly1@gmail.com	28803	<3 native/local ashevillian here, reporting for duty!

I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

#	First name	Last name	Email	Zip code	Comments
					<p>### Opposition to the Proposed I-26 Bypass Flyover Design Over Patton Avenue</p> <p>#### 1. Community Impact</p> <ul style="list-style-type: none"> - Noise Pollution: Elevated highways are known to amplify noise levels, disrupting the peace and quiet of nearby residential and commercial areas [- Visual Intrusion: The flyover would overshadow the aesthetic appeal of Patton Avenue, turning it into an eyesore and potentially deterring tourism and local business [- Property Values: Studies and urban planning experts suggest that properties adjacent to elevated highways often experience a decline in value, impacting homeowners and local businesses [<p>#### 2. Environmental Concerns</p> <ul style="list-style-type: none"> - Air Quality: Elevated highways can trap pollutants at street level, worsening air quality for pedestrians and residents [- Green Spaces: The construction process may encroach upon existing green spaces, reducing the area's ecological balance [A](<p>#### 3. Economic and Developmental Drawbacks</p> <ul style="list-style-type: none"> - Missed Opportunities for Urban Development: An underpass design, as previously proposed, could open up opportunities for mixed-use development and community spaces, fostering economic growth [- Long-Term Costs: While the flyover may seem cost-effective initially, the long-term maintenance and potential retrofitting costs could outweigh the benefits <p>#### 4. Community Input and Transparency</p> <ul style="list-style-type: none"> - Lack of Public Engagement: The decision to revert to a flyover design appears to have been made with minimal community consultation, undermining trust and collaboration [- Alternative Designs Ignored: The previously proposed "Alternative 4B" design, which included an underpass and integrated bike lanes, was a more community-friendly and sustainable option <p>#### 5. Urban Livability</p> <ul style="list-style-type: none"> - Pedestrian and Cyclist Safety: Elevated highways often prioritize vehicular traffic at the expense of pedestrian and cyclist safety, discouraging alternative modes of transport). - Neighborhood Connectivity: The flyover could act as a physical barrier, dividing neighborhoods and reducing accessibility <p>### Opposition to the Proposed I-26 Bypass Flyover Design Over Patton Avenue</p> <p>#### 1. Community Impact</p>
618	Renga Prabhu	Kannan	renga.prabhu@outlook.com	28806	- Noise Pollution : Elevated highways are known to amplify noise levels, disrupting the peace
619	Gay	Lam	gay@seltzergoods.com	28801	! go under!! !!
620	Elliot	Williams	13dhex@gmail.com	28806	
621	Peter	Anuzis	3delier@gmail	28787	
622	Alyssa	Lee	3dgalycat@gmail.com	27408	
623	Erick	Gonzalez	4erick96@gmail.com	28801	

I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

#	First name	Last name	Email	Zip code	Comments
624	Micah	Floyd	93mjfloyd@gmail.com	28806	
625	Aaron	Martinez	A.oldsport@gmail.com	28806	
626	Alicia	Sena	a.rsena@outlook.com	28805	
627	Andrew	Alderman	aalderman87@gmail.com	28803	
628	Avery	Owens	aaowens.owens@gmail.com	28704	
629	Aaron	Smith	Aaron@turqy.com	28804	
630	Aaron	Brumo	aaronbrumo@gmail.com	28806	
631	David	Mackey	aaronhp24@gmail.com	28787	
632	A.B.	Mobrph-Davis	ab@poquitoglass.com	28806	
633	Abigail	Martell	abzymartell@gmail.com	28804	
634	Abigail	Hale	abigailhale255@gmail.com	28787	
635	Adah	Brophy	acb1616@gmail.com	28806	
636	Andrew	Boylan	acboylan@gmail.com	28715	
637	Anna	Cope	accope15@gmail.com	28778	
638	Ava	Gruchacz	acgruchacz@gmail.com	27606	
639	Andrea	Salas	acsm260@gmail.com	28806	
640	Dylan	McBridewood	actionnetwork.org.bounding423@	28803	
641	Megan	Toler	actualmegan@gmail.com	28787	
642	Adam	Goetz	adam.goetz16@gmail.com	28806	
643	Adam	Salvitti-Gucwa	adamesgie@gmail.com	28806	
644	Adèle	Boon	adele.boon@gmail.com	1030	
645	Ashley	Demarco	ademarco@yep.edu	28787	
646	Andree	Purinai	adpurinai@gmail.com	28801	
647	Adriana	Barbat	adrianabarbat94@gmail.com	32601	
648	Adam	Strauss	adstrauss1@gmail.com	28803	
649	Aaron	Thomas	adt823@gmail.com	28806	
650	Anne	Lanzi	agl2201@gmail.com	28806	
651	Agnes	Hill	agneshill232@gmail.com	28803	
652	Agnes	Cheek	agnescheek@gmail.com	28803	
653	Allison	Glackin	ahglackin@gmail.com	28715	
654	Ailsa	Bennett	ailsapbennett@gmail.com	28778	
655	Christopher	Normile	airs_silky_7d@icloud.com	27604	
656	Alanna		0 ajfloreck@gmail.com	11215	
657	Adam	Knapp	ajknapp2@gmail.com	28804	
658	Ashley	Pendergrass	ajpendergrass@gmail.com	28805	
659	AJ	Winborne	ajwinborne@gmail.com	28806	
660	Susan	Turner	akbinc1051@gmail.com	28806	
661	Stephanie	Neill	akstephaniemarie@gmail.com	28801	
662	Alan	Owings	alan.layr@gmail.com	28806	
663	Alex	Guthrie	alex.guthrie5@gmail.com	28806	
664	Alex	Illuzzi	alex.illuzzi@gmail.com	28806	
665	Alex	Sosler	alex.sosler@gmail.com	28806	

I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

#	First name	Last name	Email	Zip code	Comments
666	Alex	Giltz	alex.yarmo@gmail.com	28806	
667	Alex	Gomes	Alexanderjgomes@yahoo.com	28805	
668	Alex	Gudell	alexg412@outlook.com	28806	
669	Alexis	Decosimo	alexisdecosimo@gmail.com	28801	
670	Alexis	Carter	alexismc2021@outlook.com	28704	
671	Alex	Deutsch	alexjdeutsch@gmail.com	28801	
672	Ali	Presson	ali.harrigan@gmail.com	28806	
673	Alyssa	Ruberto	ali.ruberto@gmail.com	28801	
674	Ash	Marquis	alias.scheming267@passinbox.com	1075	
675	alice	hensley	alicehensley4587@gmail.com	28806	
676	Alicia	DeMarte	aliciademarte@gmail.com	28804	
677	Alina	Thompson	alinalillian@gmail.com	28806	
678	Allana	Adams	allanaadams1@gmail.com	28806	
679	Alexa	Marois	allenalexa8@gmail.com	28803	
680	Allysandra	Benson	allhoneysmiles@gmail.com	28801	
681	Allisan	Salazar	allisansalazar@gmail.com	28806	
682	Allison	DeLauer	allison.delauer@gmail.com	28806	
683	Allison	Miller	allison@happycamperlive.com	28804	
684	Allison	Pestoff	allisongracepestoff@gmail.com	28704	
685	Allison	Washington	allisonmw215@gmail.com	28804	
686	Alison	Ormsby	alpla3@yahoo.com	28804	
687	April	Sides	als15_bulldog@yahoo.com	28801	
688	Alanna	Noe	als8470@yahoo.com	28806	
689	Abby	Talmdage	altalmdage@gmail.com	28801	
690	Alyssa	Kraynie	alyssa.kraynie@gmail.com	28806	
691	Amanda Zidek	Zidek	amanda.zidek@gmail.com	28806	
692	Amanda	Hodes	amandahodes1996@gmail.com	28803	
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694	Ami	Worthen	amiworthen@gmail.com	28801	
695	Amanda	Shroder	amshroder@gmail.com	28806	
696	Amy	Hornaday	amy@hornadaydesign.com	28801	
697	Amy	Massey	amygmassey@gmail.com	28806	
698	Amy	Miller	amysuemiller36@gmail.com	28804	
699	Ann	Mundy	anamundo@att.net	28806	
700	Ashlee	Booth	anb12b@my.fsu.edu	28806	
701	Andie	Thomas	andielove143@gmail.com	28645	
702	Andrea	Shaw	andrea.in.hunan@gmail.com	28806	
703	Andrea	Jouppi	andrea.jouppi@gmail.com	28806	
704	Drew	Stevenson	andrew28806@gmail.com	28806	
705	Andrew	Fletcher	andrewjfletcher@gmail.com	28801	
706	Angela	Crimmins	angelalcrimmins@gmail.com	28212	
707	Dorothea	Schulz	anna.dorothea.schulz@gmail.com	28715	

I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

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709	Anna	Katros	annakatros@gmail.com	32310	
710	Anna	Patterson	annapatters@gmail.com	28806	
711	Anna	Panel	annarpanel@gmail.com	28801	
712	Anne	Carlin	annemcarlin@gmail.com	28804	
713	Andrea	Balagur	annielynn726@gmail.ccon	28801	
714	Julius	Pearson	appalachianrunner@gmail.com	28806	
715	Annie	Queeney	aqueeney@gmail.com	28804	
716	Amy	Archinal	archinala@gmail.com	28806	
717	Andrew	Shields	arcshields@gmail.com	28806	
718	Andrew	Dalton	ardalton1231@gmail.com	55447	
719	Arthur	Frawley	arthur4444333221@gmail.com	28806	
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721	Andrew	Atherton	ashevillelawyer@gmail.com	28715	
722	ashley	Kreamer	ashleykreamer@gmail.com	28803	
723	Ashley	Little	ashleyraine@yahoo.com	28801	
724	Ashley	Sappington	ashsapp22@gmail.com	27617	
725	Sarah	Lowder	ashtonlowder@gmail.com	28704	
726	Anthony	Aston	astona001@gmail.com	28806	
727	Alesa	Gause	atgause16@gmail.com	28801	
728	Christine	Andrews	aunticroff@gmail.com	28806	
729	Autumn	Coles	autumncoles10@gmail.com	27517	
730	Rebecca	Norris	avillie13@gmail.com	28806	
731	Katherine	Peterson	avip1111@gmail.com	28730-5500	
732	Anne	Walch	awalch9@yahoo.com	28801	
733	Amanda	Zeldin	azeldin@unca.edu	28804	
734	Brandon	Fonville	b.l.fonville@gmail.com	28806	
735	Jesse	Bullington	badgernest@yahoo.com	28709	
736	Michele	Baeder	baederml@gmail.com	37209	
737	David	Bahena Gutierrez	bahenadg05@gmail.com	28801	
738	Mary	Conley	baileypatrick17@gmail.com	28732	
739	Bannigan	McDade	banniganmcdade@gmail.com	28806	
740	Isabella	Rettenwander	bannrennie@gmail.com	28787	
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743	barbara	mcdaniel	barleemcd@gmail.com	28806	
744	Barrett	Smith	barrettnow@gmail.com	28806	
745	brian	burton	bbburton76@gmail.com	28801	
746	Colleen	Boll	bcboll@icloud.com	28804	
747	P. Elaine	Bearden	beardenpe01@gmail.com	28805	
748	Jennifer	Beasley	beasleyallofus@hotmail.com	28805	
749	Rebecca	Telberg	beckers300@gmail.com	28806	

I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

#	First name	Last name	Email	Zip code	Comments
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752	Laurette	Hernandez	Bellacharlize12@gmail.com	28806	
753	Bella	Lepore	bellas4pres@yahoo.com	28739	
754	Brooke	Elliott	belliottstate22@gmail.com	28778	
755	Meghan	Middleton	belugawhat@gmail.com	28804	
756	Jennifer	Benetato	benetato@gmail.com	28801	
757	Barbara	Benisch	benischb@bellsouth.net	28801	
758	Ben	Stewart	benpst@gmail.com	28806	
759	Ben	Schlaefer	benschlaefer@yahoo.com	28806	
760	marissa	berenson	berensonmarissa@gmail.com	28804	
761	Beth	Jenkins	beth.a.jenkins@gmail.com	28778	
762	Be	Aguilo	bethany.aguilo@gmail.com	28806	
763	Beth	Smith	BethLouise@tutanota.com	28715	
764	Betsy	Hurd	betsyh@gmail.com	28806	
765	Ben	Helkowski	bhelkowski3@gmail.com	28803	
766	Bill	Hilferty	bilferty@gmail.com	28806	
767	Billy	Cooney	billyaccounts@duck.com	28801	
768	Bill	Arroyo	billysarroyo@gmail.com	60056	
769	Nick	Rotondo	bklikeandsubscribe@gmail.com	28805	
770	Blake	Corey	blakegorey13@gmail.com	28806	
771	Brian	Larkin	blarkin@gmail.com	28806	
772	Donovan	Godfrey	blkbirdmedia@gmail.com	28801	
773	Bryan	Lorette	blorette487@gmail.com	28748	
774	Dylan	Mitchell	blue.suds-6g@icloud.com	28748	
775	Miles	Kish	bmkish@gmail.com	28806	
776	Bo	Attwood	boattw@gmail.com	28806	
777	Benjamin	OConnor	boconnor1086@gmail.com	28701	
778	Sarah	Dorton	bouchersarahrose@gmail.com	28804	
779	Marcie	Roberts	bowsandgo@yahoo.com	28748	
780	Brad	Preslar	BRAD.PRESLAR@GMAIL.COM	28803	
781	Brandon	Ocegueda	brandon.ocegueda@gmail.com	28778	
782	Bryce	Kozlowski	braveryk@gmail.com	28806	
783	Brittany	Briceño	brbceno@gmail.com	28806	
784	Brea	Kichefski	breaski@gmail.com	28806	
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787	Brent	Riffel	Brently47@gmail.com	28806	
788	Brian	Gold	brian@seltzergoods.com	28801	
789	Brian	Cox	bricox1@gmail.com	28806	
790	Jacob	Bridges	bridgesjacob123@gmail.com	28806	
791	Bridget	Bela	bridgetbela@yahoo.com	28806	

I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

#	First name	Last name	Email	Zip code	Comments
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795	Kinsey	Nelson	browneyedkins@gmail.com	28803	
796	David	Browning	browning.ridge@gmail.com	28803	
797	Rotem	Bar	brspam@hotmail.com	28806	
798	Bryan	Dubuc	bryanjubuc@gmail.com	28715	
799	Bryan	Dexter	bryanxdex@aol.com	28806	
800	Bryce	Senz	bryce.senz@gmail.com	28806	
801	Bryan	Levine	brycleve@gmail.com	28806	
802	Bob	Schiller	Bschiller1@Gmail.com	28806	
803	Melanie	Snelson	bsteeler@bellsouth.net	28806	
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805	Betty	Lawrence	btlawrence@juno.com	28801	
806	Caitlin	Parker	buck.everlasting@gmail.com	28806	
807	DONALD	GRIGG	buckgrigg@hotmail.com	28704	
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809	Katharine	Burnham	burnham.katharine@gmail.com	28803	
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811	Cade	Justad-Sandberg	cadejs96@gmail.com	28806	
812	Caitlin	Carroll	caitlinpcarroll@gmail.com	28806	
813	Caleb	Jones	calebjones83@gmail.com	28804	
814	Caleb	Pusey	caleblpusey@gmail.com	28806	
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819	Matt	Schnable	cancerman21@hotmail.com	28806	
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I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

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851	Connor	Wallace	cew5172@gmail.com	28806	
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853	Charles	Wise	cgwise@gmail.com	28801	
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I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

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884	Kurt	Thaesler	clickclackshufflestack@gmail.com	28803	
885	Seamus	Potter	climballtheway@gmail.com	28778	
886	Keith	moon	clipsegsx@hotmail.com	28704	
887	Daniel	Van Brocklin	clockoutclimboning@gmail.com	28711	
888	Eliana	Cloutier	cloutier.eliana@gmail.com	28806	
889	Cory	Marcon	cmarz20@gmail.com	28806	
890	Cherie	Phillips	cmpx4@comcast.net	28805	
891	Molly	Varley	cmvarleys@gmail.com	28787	
892	Carmen	Cantrell	cncantrell53@gmail.com	28801	
893	Carson	Warf	cncole2@gmail.com	28754	
894	Leigh	Smith	coach_smith@hotmail.com	28801	
895	Cody	Shanley	cody.shanley@gmail.com	28804	
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914	Courtney	Shetley	courtneyshetley@hotmail.com	28806	
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I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

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951	David	L	david18121@gmail.com	28803	
952	David	Greenson	davidgreenson@gmail.com	28801	
953	David	Low	davidlow@bellsouth.net	28806	
954	Dawn	Peter	dawnspeter@gmail.com	28804	
955	Dawn	Stier	dawnstier818@gmail.com	28748	
956	Daniel	Capone	dcapone70@gmail.com	28715	
957	David	Bird	dcbird29@gmail.com	28806	
958	David	Clarke	dclarke@unca.edu	28801	
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I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

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963	Kelsey	Deem	deem.k014@gmail.com	22806	
964	Deidre	Daly	deidre.daly@gmail.com	28806	
965	Maitland	Demos	demos1565@icloud.com	28701-9761	
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967	Devin	Browning	dhbrowning12@gmail.com	28801	
968	Diana	Harmon	dianab@duck.com	28806	
969	Diana	McCall	dianasmccall@gmail.com	28711	
970	Diane	Hillgrove	dianehillgrove@hotmail.com	28804	
971	Gina	Dickhaus	dickhausg10@gmail.com	28806	
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973	Jordan	Weck	digests.serials.6u@icloud.com	27713	
974	David	Jouppi	djouppi10@gmail.com	28806	
975	David	Leglise	dlleglise@gmail.com	28806	
976	Dylan	Sullivan	dlnsullivan97@gmail.com	10036	
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978	Deonna	Hodges	dnhodges@gmail.com	28805	
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980	Donna	Milam	donna1109@gmail.com	28715	
981	Dorthea	Darras	dortheavdarras@gmail.com	28806	
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987	Duncan	Eisen-Slade	duncanweisenslade@gmail.com	28730	
988	Calleigh	Johnson	dustinjanthony@gmail.com	28203	
989	William	Lopez	dwlopez1995@icloud.com	28715	
990	Dylan	Rolley	dylanrolley@gmail.com	28801	
991	Claire	Sheehy	e.claresheehy@gmail.com	28806	
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994	Emily	Kujawa	eakujawa@gmail.com	28806	
995	Eamon	Aldridge	eamon.aldridge.37@gmail.com	28778	
996	Emily	Fath	ecfath@yahoo.com	28806	
997	Elliott	Copney	ecopney@gmail.com	28806	
998	Eric	Dahlgren	edahlgren28@gmail.com	28806	
999	Angela	Ryals	edgarthebestcatever@gmail.com	28709	
1000	Ed	Gordon	edgordon@gmail.com	28739	
1001	Edith	Neidhart	edneidhart@gmail.com	28805	

I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

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1005	Mary	Elledge	eightyjane@gmail.com	30034	
1006	ezra	hertel	ekhertel@gmail.com	28801	
1007	Eleanor	Macken	eletut@gmail.com	28806	
1008	Elijah	Whitlow	elijahwhitlow@gmail.com	28806	
1009	Elizabeth	Markman	elizabethg.markman@gmail.com	28806	
1010	Liz	Martin	elizabethm022@yahoo.com	28801	
1011	Elizabeth	Ortega	elizabethortega817@gmail.com	27104	
1012	erin	james	eljames2@gmail.com	28803	
1013	Ellen	Bailey	ellenb148@gmail.com	28806	
1014	Ellie	Cohen	ellencoh@gmail.com	28801	
1015	Ellie	Lee	ellie.sunflower@gmail.com	28806	
1016	Ellie	Weyer	ellie.weyer@gmail.com	28806	
1017	elliott	w	elliott.walla@gmail.com	18940	
1018	P. Ellis	Hughes	ellishughes@mac.com	28804	
1019	Evan	Watty	elwtacoma18@me.com	28719	
1020	Emi	Kubota	emi.kubota@gmail.com	28806	
1021	Emily	Bango	emily.bango@gmail.com	28806	
1022	EMILY	PEELE	emily.katheryn.peele@gmail.com	28801	
1023	Emily	Robertson	emilygr198@gmail.com	28804	
1024	Emily	Richter	emilykrichter@gmail.com	28801	
1025	Emily	Rogstad	emilymaijarogstad@gmail.com	28732	
1026	Emma	Dosa	emma.dosa13@gmail.com	28803	
1027	Emma	Cox	emmac.c07@gmail.com	28804	
1028	Zoe	Scott	emmazoescott@gmail.com	28730	
1029	Emmett	Garbus	emmettgarbus@gmail.com	28716	
1030	Emma	Martin	emsiewers@gmail.com	28748	
1031	Eric	Cote	erc.fox@proton.me	28748	
1032	Erica	Hodgin	erica.hodgin@yahoo.com	28804	
1033	Erick	Gonzalez	erickg6400@gmail.com	27055	
1034	Elliott	Summers	ericksonelliott@gmail.com	28806	
1035	Eric	Schweitzer	ericmagic2000@yahoo.com	28896	
1036	Erin	DeBruyn	erindebruyn2@gmail.com	28801	
1037	Erin	Quevedo	eringlind@hotmail.com	28804	
1038	Erin	Resso	erinresso@hey.com	28806	
1039	Taylor	Corry	etc10c@gmail.com	28804	
1040	Ethan	Rountree	ethan.h.rountree@gmail.com	28804	
1041	Ethan	Ward	ethanjward8194@gmail.com	28716	
1042	Evan	Bixby	evanbryantbixby@gmail.com	28715	
1043	Ethan	Vesely-Flad	evflad@gmail.com	28806	

I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

#	First name	Last name	Email	Zip code	Comments
1044	Edward	Hickman	ewhavinc@gmail.com	28806	
1045	Elbert	Hargrave	ezh2056@gmail.com	28711	
1046	Hazel	Hargis	f3mmefatigue@gmail.com	28806	
1047	Danielle	Brendle	fairhair828@gmail.com	28803	
1048	Eric	oldenburg	falconx900@gmail.com	28805	
1049	Erin	Brown	feistybrown@gmail.com	28805	
1050	Fielding	Russell	fieldingiv@gmail.com	28805	
1051	Rory	Trentham	firequartzii@gmail.com	28801	
1052	Virginia	stancil	fishwithfeelings@gmail.com	28715	
1053	William	Katz	fixiekatz@gmail.com	28803	
1054	Florence	de Geofroy	florence.degeofroy@gmail.com	28801	
1055	Lisa	Forehand	forehandlia@gmail.com	28732	
1056	Foster	de la Houssaye	fosterdela@gmail.com	28801	
1057	Amanda	Wilde	francesvarn@gmail.com	28806	
1058	Freddie	Edwards	freddie.edwards947@gmail.com	28806	
1059	Michael	Manning	freestyleusa@yahoo.com	28805	
1060	Fritz	Finlay	fritz.finlay@gmail.com	28806	
1061	Felicia	Sciortino	fsciortino1120@gmail.com	29690	
1062	Alan	Fuhs	fuhs81@gmail.com	28806	
1063	Brandon	Townsend	Fuzzcat24@gmail.com	28805	
1064	Paisley	Townsend	fuzzcat42@gmail.com	28805	
1065	Gordon	Sather	g.randle.sather@gmail.com	28217	
1066	Gabriel	Lopez	g@dispostable.com	28748	
1067	Gabriel	Forgie	gabriel.forgie@gmail.com	28787	
1068	Gabriel	Haaland	gabriel.haaland@gmail.com	28806	
1069	Gael	Perry	gaelperry@gmail.com	28806	
1070	Gail	Jackson	gailarie55@gmail.com	28806	
1071	Emily	Gallagher	gallagheremilyr@gmail.com	28803	
1072	Ginger	Norman	ganorman@gmail.com	28806	
1073	Bob	Garfield	garfieldfood@gmail.com	28704	
1074	Gary	Reses	garyreses@gmail.com	28805	
1075	George	Glackin	gbglackin@gmail.com	28715	
1076	Becky	Caterino	gblvdgirl@yahoo.com	28806	
1077	Genene	Curry	gcbuggery@gmail.com	28806	
1078	Gena	DuBose	gena.dubose@icloud.com	28806	
1079	Genevieve	Anderson	genevieve.delucchi@gmail.com	28806	
1080	geoffrey	lerner	geoffreynotjeffrey@gmail.com	28804	
1081	Borat	Sybau	gianni08@yahoo.com	28806	
1082	Gillian	Bellinger	gillianbellinger@gmail.com	28785	
1083	Virginia	Miller	giny.mllr.13@gmail.com	28806	
1084	Chris	Giunta	giunta13@gmail.com	28806	
1085	Glenda	Romualdo	glenda.romualdo@gmail.com	28806	

I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

#	First name	Last name	Email	Zip code	Comments
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1087	Ruben	Gonzalez Juarez	gonzalezjuarez83@gmail.com	28803	
1088	Aaron	Arnold	goodrichband1@yahoo.com	28787	
1089	Grace	Engel	grace.engel@my.lr.edu	28801	
1090	Elizabeth	Sollé	grace.solle@gmail.com	28803	
1091	Grace	Clark	graceclarkart@gmail.com	28805	
1092	Grace	Hopkins	gracehopkins@comcast.net	28806	
1093	GRACE	RICHARDSON	gracerich8@yahoo.com	28803	
1094	Gretchen	Gordon	gracielagordon@gmail.com	28803	
1095	Graham	Lutz	grahamlutz1993@gmail.com	27215	
1096	Molly	Grannan	grannan.molly@gmail.com	27704	
1097	Barbara	Schindler	grantevan@aol.com	28806	
1098	Mike	McCarson	gretzky981@hotmail.com	28804	
1099	Gretchen	Henn	grhenn@gmail.com	28801	
1100	Scott	Ring	guruusna81@gmail.com	28806	
1101	gwendolyn	Englebach	gwenglebach@gmail.com	28748	
1102	Hill	C	hafcole@yahoo.com	28806	
1103	Fitz	Hamrick	hamrickf@yahoo.com	28801	
1104	Hannah	Hawkins	hannaheh302@gmail.com	28723	
1105	Hannah	Amos	hannahfd16@gmail.com	28753	
1106	Hannah	Egan	hannahgegan@gmail.com	28806	
1107	Hannah	Kupsov	hannahkupsov@gmail.com	28803	
1108	Hannah	Nolen	hannahnolen135@gmail.com	28801	
1109	Hannah	Ongman	hannahongman@gmail.com	28806	
1110	Hannah	Reeder	hannahreed1998@gmail.com	28110	
1111	Hailey	Simon	hasimon927@gmail.com	28803	
1112	Hayley	Eckhart	haylstormpottery@gmail.com	28803	
1113	Hazel	Pardington	hazelep@gmail.com	28806	
1114	Hoong	Huynh	hdhuynh@gmail.com	28715	
1115	Stacey	Carter	heartcenteredhorsemanship@gma	28147	
1116	Heather	Silver	heather.c.silver@gmail.com	28806	
1117	Heather	Greenman	heatherelece@yahoo.com	60622	
1118	Heather	Gammill	heatherholcombe@gmail.com	28806	
1119	Heath	Keirstead	heathk106@gmail.com	28806	
1120	Heidi	Moellering	heimakou@gmail.com	28806	
1121	Rachel	Henry	henry_rachel@hotmail.com	28806	
1122	Hannah	Horine	hhorine@labellapc.com	28803	
1123	Brian	hickey	hickey.brian.p@gmail.com	28804	
1124	Hilary	Temple	hilary.a.temple@gmail.com	28803	
1125	Heather	Macey	hlmacey79@gmail.com	28806	
1126	Heidi	Stone	hloustone@gmail.com	28806	
1127	Holly	Fisher	hollyannfisher@gmail.com	28803	

I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

#	First name	Last name	Email	Zip code	Comments
1128	Joel	Ragan	hoodieboy7@gmail.com	28806	
1129	Hope	Buttitta	hopebuttitta@yahoo.com	28804	
1130	Euan	Howard-Sorrell	howardsorrelle@gmail.com	28806	
1131	Paul	Howell	howellpaul379@gmail.com	28801	
1132	Heather	Rudzinski	hrudzinski391@gmail.com	28804	
1133	Hannah	Beckman-Black	hsbeckman1@gmail.com	28806	
1134	Hunter	Sharp	hunterwsharp@gmail.com	28804	
1135	Katy	Hurston	hurstonkj@gmail.com	28803	
1136	Hayley	Nelson	hvnelson1890@gmail.com	28806	
1137	Ian	Kearney	ian.a.kearn@gmail.com	28806	
1138	Catherine	Droessler	ic.droessler@gmail.com	28806	
1139	Colin	Miller	icolinm13@gmail.com	28805	
1140	Isaac	Droessler	iddroessler@gmail.com	28806	
1141	sarah	buschmeyer	inanno@yahoo.com	28748	
1142	India	Young	indiajyoung@gmail.com	28806	
1143	Tess	Von Geczy	ineffableiam@gmail.com	28715	
1144	Daniel	Judson	info@danieljudson.com	28806	
1145	Andrew	Mitchell	info@strengthparadigm.com	28806	
1146	Caitlin	Parker	ipadcvp@gmail.com	28806	
1147	Sharon	Waltz	ireneseems2b@gmail.com	29687	
1148	Catherine	Salinger	irie519@gmail.com	28804	
1149	Isaac	Presson	isaac.presson@gmail.com	28806	
1150	Isela	Brown	isela8704@gmail.com	28787	
1151	Jaska	Isola	isolajaska@gmail.com	20540	
1152	Israel	Golden	israelagolden@gmail.com	28804	
1153	Jackson	Allen	j.elijah.allen@gmail.com	28806	
1154	Jack	Wells	jackbentleywells@gmail.com	30720	
1155	Jacqueline	Vargas	jackievargasxo@gmail.com	28778	
1156	Jacob	Fisher	jacob_fisher@yahoo.com	28806	
1157	Jacob	Burke	jacob.burke@clarknexsen.com	28801	
1158	jacob	klein	jacobklein74@gmail.com	28806	
1159	Jacquelyn	Schauer	jacq.schauer@gmail.com	28804	
1160	Jacqueline	Iannacone	jacqueline.iannacone@gmail.com	28806	
1161	Jade	Rogers	Jadetaylorrogers@gmail.com	28806	
1162	Jonathan	Gach	jaggach@gmail.com	28803	
1163	Jake	Frankel	jakefrankel@gmail.com	28806	
1164	James	Fair	jamesfair20@gmail.com	28805	
1165	Jamie	Nadel	jamienadel4@gmail.com	28806	
1166	Jana	Eilermann	janaeilermann@gmail.com	28804	
1167	Jane	Lemon	janerae711@gmail.com	27603	
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1169	Jared	McKnight	jaredavInc@gmail.com	28801	

I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

#	First name	Last name	Email	Zip code	Comments
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1174	Jason	Shaffer	jasonshaffer16@gmail.com	28805	
1175	Julie	Fraasa	jawhelan89@gmail.com	28787	
1176	Josh	Leeger	jbleeger@icloud.com	28806	
1177	James	Buchanan	jbuchanan49@gmail.com	28801	
1178	James	McColl	jbwmccoll@gmail.com	28715	
1179	Jackson	Cartner	Jcartner7700@gmail.com	28803	
1180	Jacob	D'Antoni	jcdantoni@gmail.com	28806	
1181	John	Inglese	jcinglese@gmail.com	28806-3740	
1182	Jordan	Clarke	jclar152@gmail.com	28778	
1183	Jayden	Sappingten	jcsappingtenole@icloud.com	27617	
1184	Julia		0 jcweaver1991@gmail.com	28712	
1185	Jeannine	Kienzle	jeanninekienzle@gmail.com	28806	
1186	Jeffrey	Strausser	jeffrey.c.strausser@gmail.com	28803	
1187	Jennifer	Dobson	jendobsoncreative@gmail.com	28801	
1188	Jennifer	Ewan	jenewan415@gmail.com	28805	
1189	Jenifer	ranford	jeniferranford@gmail.com	28804	
1190	Jenifer	Wilde	jeniferwilde@mac.com	28803	
1191	Jennifer	McKnight	jenimac83@gmail.com	28704	
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1193	Jennifer	Clinard	jennclinard@gmail.com	28806	
1194	Jennifer	Muidili	jennifer.holcombe84@gmail.com	28715	
1195	Jennifer	Sanders	jennifer777@charter.net	28715	
1196	Jen	Nealy	jennifernealy@gmail.com	28804	
1197	Jennifer	Smith	jennifersmith@usa.com	28803	
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1199	Jeremy	Connor	jeremy.c.connor@gmail.com	28778	
1200	Jeremy	Williams	jeremywilliams.asheville@gmail.cc	28801	
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1202	Jim	Samsel	jesamsel52@gmail.com	28804	
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1204	Jessica	Fox	jess3fox@gmail.com	28806	
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I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

#	First name	Last name	Email	Zip code	Comments
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1216	Jennifer	Harmon	jharmon@allegraasheville.com	28806	
1217	James	Harrison	jharrison22001@gmail.com	28806	
1218	John	Steuber	jhn.steuber@gmail.com	28803	
1219	Harrison	Sytz	jhsytz@gmail.com	28801	
1220	Josh	Kripas	jkripas1@gmail.com	28704	
1221	Judy	Bebber	jlbebbber@gmail.com	28704	
1222	Julio	Lostao	jlostao@outlook.com	28806	
1223	Joanne	McCarthy	joanne.mccarthy@ymail.com	28806	
1224	Jocelyn	Shutak	jocelynshutak@gmail.com	28801	
1225	Jodie	Gudell	jodietoole@hotmail.com	28806	
1226	Joe	Anderson	joea137@icloud.com	28806	
1227	Joe	Elms	joedelms@gmail.com	28804	
1228	Joel	Shuman	joel.shumansg@gmail.com	28805	
1229	Joey	Brandt	joeybrandtt@gmail.com	28801	
1230	Johanna	Spindola	johanna.spindola@clarknexsen.cor	28732	
1231	John	Mairs	john@mairs.me	27545	
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1233	John	Haines	johnhaines86@yahoo.com	28778	
1234	John	Dean	johnkingdean@gmail.com	28806	
1235	John	Anderson	johnnykat1871@gmail.com	28722	
1236	Johnny	mchale	johnnymchale@icloud.com	28787	
1237	John	Phillips	Johnphillipshoward@gmail.com	28805	
1238	John	Roberson	johnroberson2015@gmail.com	28801	
1239	Jonah	Hetrick	jonah.hetrick@gmail.com	28801	
1240	Jonas	Berger	jonas1berger@outlook.de	44137	
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1242	Ron	Jones	jones.ronald.jones@gmail.com	28801	
1243	Jonathan	Loudon	jonloudon@gmail.com	28801	
1244	Jon	Maser	jonmaser@gmail.com	28806	
1245	Jordain	Garretson	Jordain.Garretson@gmail.com	28785	
1246	Jordan	Bryant	jordan.bryant@btinternet.com	28704	
1247	Jordan	Marx	jordanemarx@gmail.com	29615	
1248	Jordan	Miller	jordanemiller22@yahoo.com	28806	
1249	Jordan	Haeger	jordanhaeger@gmail.com	28806	
1250	Josh	Elliott	josh.e233@gmail.com	28704	
1251	Joshua	Conniff	joshua.conniff@gmail.com	28806	
1252	Josh	Werts	joshwerts@gmail.com	28806	
1253	Joyce	Brown	joyce@equinoxenvironmental.com	28806	

I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

#	First name	Last name	Email	Zip code	Comments
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1257	Jose	Pizarro	jpizarro28c@gmail.com	28806	
1258	Justin	Tucker	jr.tucker219@gmail.com	28806	
1259	Justine	Cote	jraecote@gmail.com	28748	
1260	Jennifer	Reddick	jrmiller011@icloud.com	28804	
1261	Josh	Groesz	jschlader17@gmail.com	28806	
1262	Jake	Sessoms	jsessoms92@gmail.com	27707	
1263	Josh	Cooper	jshdcooper@gmail.com	28806	
1264	Josh	LittleJohn	jslittlejohn@gmail.com	28730	
1265	Johanna	Spindola	jspind2@gmail.com	28732	
1266	Scott	Shrader	jsshrader@gmail.com	28806	
1267	John	Strimple	jstrimpleosu123@gmail.com	28730	
1268	Jessica	Tripp	jtripp417@outlook.com	28805	
1269	Kyle	Judkins	judkinskm@gmail.com	28806	
1270	Julianne	Wooten	julianne.wooten@gmail.com	28803	
1271	Julie	Ruch	julietherook@gmail.com	28806	
1272	Juliette	Bateman	juliettebateman@yahoo.com	28806	
1273	Julius	Cafiso	julius@julius.cool	6896	
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1275	Justin	D'Avella	justindavella@gmail.com	28806	
1276	Justin	McMurrer	justinmcmurrer@gmail.com	28768	
1277	Julia	Wheeler	justjules1978@gmail.com	28714	
1278	John	Vess	jvess517@gmail.com	28806	
1279	JACQUELINE	Weiner	jwassociates.jw@gmail.com	28806	
1280	Josephine	Cohen	jwcohen88@gmail.com	28801	
1281	Kaylee	Dunn	k.leedunn@gmail.com	28803	
1282	Kadie	Nugent	kadienugent@gmail.com	28806	
1283	Kaeley	Brown	kaeley.marie27@gmail.com	28704	
1284	Kaitlyn	Prete	kaitlyn.leigh.adair@gmail.com	28715	
1285	Kalie	Carlton	kaliercarlton@gmail.com	28701	
1286	Kara	Beason	karabeason@gmail.com	28787	
1287	kara	Brown	karabrownlovesart@gmail.com	28806	
1288	karen	branson	karen.branson@hotmail.com	27284	
1289	Karine	Stanko	karinerdtk@gmail.com	28806	
1290	Karoline	Saffi	Karoline.saffi@gmail.com	37343	
1291	Katie	Rozycki	karozycki@gmail.com	28803	
1292	Kasidy	Martin	kasidymartin@gmail.com	28711	
1293	Katie	Austin	katherine.austin1215@gmail.com	28204	
1294	Katherine	Lorenz	katherinebrevard@gmail.com	28805	
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I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

#	First name	Last name	Email	Zip code	Comments
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1299	Katie	Bledsoe	katie.bledsoe85@gmail.com	28801-3115	
1300	Katie	Thompson	katieethompson2011@gmail.com	28806	
1301	Gurleen	Kaur	kaur.gurleen42@gmail.com	28801	
1302	ky	mangione	kawaiiky1127@gmail.com	28801	
1303	Kaylan	Sloane	kaylan.sloane@gmail.com	28806	
1304	Kayla	Starkweather	kaylarcapel@gmail.com	28806	
1305	John	Kiser	kcr.john@gmail.com	28803	
1306	Kristin	Crouse	kecrouse@gmail.com	52246	
1307	Kelly	Morrow	kelasaurus@gmail.com	28806	
1308	Kelli	Grice	kellibrannon@yahoo.com	28806	
1309	Kelly	Richards	kellyrichardsavl@yahoo.com	28806	
1310	Kelsey	Lahr	kelseyelahr@gmail.com	28806	
1311	Kendall	Weaver	kendalltweaver@gmail.com	28739	
1312	Kendra	Sherrrod	kendrafsherrrod@yahoo.com	28804	
1313	Kenneth	Bussey	kenneth.bussey@gmail.com	28806	
1314	Mackenzie	Kramer	kenzie.kramer@icloud.com	28806	
1315	Kerry	Graham-Walter	kerrbear007@gmail.com	28801	
1316	Kate	alexander Alexand	kes.alexander@gmail.com	28803	
1317	Kerry	Ganiel	kganiel@gmail.com	28806	
1318	Khal	Houry	khalilpkhoury@gmail.com	28778	
1319	Kristan	Gruder	khildens@yahoo.com	28801	
1320	Kiere	Shaffer	kiereshaffer@gmail.com	28778	
1321	Kimberly	Hundertmark	kimself68@gmail.com	28803	
1322	Kira	Stepniak	kiranna499@gmail.com	28787	
1323	Kira	Sloop	kirasloop@gmail.com	28806	
1324	E	Davis	kizamiya@yahoo.com	28732	
1325	Kelsey	Stanton	kkms1236@aol.com	28209	
1326	Kelly	Hannna	klhanna23@gmail.com	28801	
1327	Karin	Rogers	klichs@gmail.com	28806	
1328	Kevin	Martin	kmartin13@gmail.com	28806	
1329	Kelly	Connolly	kmc1921@gmail.com	28806	
1330	Katherine	Murdock	kmurdock@cox.net	72737	
1331	Anthony	Newsome	knewsome50@hotmail.com	28278	
1332	Diana	Hoover	knookceramics@gmail.com	28806	
1333	Bill	Thompson	knowandresist@gmail.com	28806	
1334	Korey	Criso	koreycrisp@gmail.com	28694	
1335	Katrina	Royar	kproyar@wcu.edu	28804	
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1337	Kristen	Alfrey	kristenalfrey@gmail.com	28804	

I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

#	First name	Last name	Email	Zip code	Comments
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I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

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I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

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I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

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I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

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I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

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I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

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I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

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I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

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I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

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I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

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I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

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I-26 Citizens' Coalition Petition Signatures + Comments (as of 04/24/25)

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Modified Biological Opinion
Conservation Measure Updates for
I-26 Connector from I-40 to US 19/23/70 North of Asheville in
Buncombe County, North Carolina

Service Log #02-252
NCDOT #I-2513
Original Biological Opinion Issued June 19, 2020



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INTRODUCTION

This constitutes a modification to the June 19, 2020 Biological Opinion (Opinion) and subsequent addendum December 14, 2023 Opinion and May 12, 2025 modification for the I-26 Connector from I-40 to US 19/23/70 North of Asheville in Buncombe County, North Carolina. The U.S. Fish and Wildlife Service (Service) received a request for modification to the 2020 Opinion from the North Carolina Department of Transportation (NCDOT) Biological Surveys Group on November 25, 2025, with updates and a completed request provided on February 2, 2026. The modification request addresses needed changes to a section of the Conservation Measures (CMs) within the project description (Section 2.3.4 in the 2020 Opinion). As provided in 50 CFR §402.16, reinitiation of formal consultation is required when new information reveals effects of the agency action that may affect listed species or critical habitat in a manner or to an extent not considered in the 2020 Opinion. We have reviewed the request and provide the following in accordance with section 7 of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 - 1543) (Act).

CONSULTATION HISTORY

No changes to the 2020 or subsequent Opinions. Additions follow:

- June 19, 2020 – Original Opinion issued by the Service.
- December 14, 2023 – Addendum Biological and Conference Opinion issued by the Service.
- May 12, 2025 – Modified Opinion issued by the Service.
- August through November 2025 – NCDOT contacted the Service with early draft updates to floodplain commitment language. Service responded to NCDOT with questions on agency review of the proposed updates. Several weeks of disperse correspondence occurred regarding the measures.
- November 25, 2025 – NCDOT submitted an official request for modification to address several altered Conservation Measures.
- December 4, 2025 through February 2, 2026 – Correspondence between the Service, NCDOT, U.S. Army Corps of Engineers, North Carolina Wildlife Resources Commission, and North Carolina Department of Environmental Quality regarding the updated Conservation Measures.
- February 2, 2026 – NCDOT provided completed information for initiation of the formal modification.

DESCRIPTION OF THE PROPOSED ACTION

This section describes the portion of the proposed project action that differs from that described in the 2020 Opinion and subsequent modifications. Outside of the changes discussed here, there are no changes to the 2020 Opinion or subsequent modifications for this section.

According to the information submitted by NCDOT, the need for the modified CM language is as follows:

“Due to the completion of final design for I-2513 B & D and the discovery of constructability as well as site conditions, NCDOT and its contractors have determined the proposed revisions are more pertinent with the action area being within the 100-year floodplain of the French Broad River... Additionally, the attached figures illustrate the location of a portion of the proposed action and the extent of the 100-year floodplain.”

Explained further, several original measures addressing floodplain activities necessitate revisions to accurately reflect what can be adhered to given the project’s location within the 100-year floodplain. Additionally, several measures addressing causeways are no longer feasible due to the finalized design and associated constructability and equipment constraints. As a result, those causeway measures similarly necessitate revisions to accurately reflect what can be adhered to.

Updated Measures Section 2.3.4

2.3.4.2 Causeways – French Broad River, Hominy Creek, and Smith Mill Creek

- Original language: *Any equipment on the causeways will be removed any time throughout a work day when the water level rises, or is expected to rise overnight, to a point where the equipment could be flooded, or during periods of inactivity (two or more consecutive days). The only exception to this measure is that the drill rig and crane may be left in place for periods of inactivity; however, they must also be removed if the water rises, or is expected to rise, to a point where the drill rig and crane could be flooded.*
- Updated language: Any equipment on the causeways will be removed any time the water level is expected to rise to a point where the equipment could be flooded or during periods of long-term inactivity (two or more consecutive weeks). The only exception to this measure is that the drill rig and crane may be left in place for periods of inactivity; however, they must also be removed if the water level is expected to rise to a point where the drill rig and crane could be flooded.
- Original language: *Causeways needed for the new bridges over the FBR will be designed so that during a 100 year storm event there will not be a rise in water surface elevation outside the Action Area greater than normal seasonal variation.*
- Updated language: For temporary causeways needed for the construction of the new bridges over the French Broad River, NCDOT adheres to the following:
 - Causeways have been designed to minimize a rise in the 100-year storm water surface elevation to the maximum extent possible.
 - Causeway specifications have been modeled pursuant to floodplain approval procedures to ensure the project avoids and minimizes floodplain impacts.
 - Causeway impacts, once reviewed and approved by NCDOT, will be submitted to NC Flood Mapping Program for final approval.
 - Documentation of this compliance will be shared by NCDOT with the appropriate agencies (USACE, NCDWQ, USFWS, NCWRC) when it becomes available.

2.3.4.3 Containment

- Original language: *All construction equipment shall be refueled above the 100-year base flood elevation plus a foot of freeboard and be protected with secondary containment. During crucial periods of construction and demolition, when the drill rig and crane cannot be moved, the drill rig and crane can be refueled while inside the 100-year floodplain provided that spill response materials (such as spill blankets and fueling diapers) are used during the refueling. Hazardous materials, fuel, lubricating oils, or other chemicals will be stored above the 100-year base flood elevation plus a foot of freeboard.*
- Updated language: All hazardous materials such as fuel, lubricating oils, or grease inside the 100-year floodplain must be protected with secondary containment (such as containment pallets). During refueling while inside the 100-year floodplain, the contractor will provide spill response materials (such as spill blankets and fueling diapers). During a major storm event, the contractor will take appropriate actions in accordance with the storm readiness plan for the project which includes securing or removing stored materials.
- Original language: *Areas used for borrow or construction by-products will not be located within wetlands or the 100-year base flood elevation plus a foot of freeboard.*

- Updated language: Areas used for temporary construction stockpiles (including soil and temporary surplus riprap between causeway phases and material that was excavated in the course of constructing the project) will not be located within Waters of the U.S. and will be sited outside of and at least 50 feet from streams and 25 feet from wetlands, consistent with NCDOT’s Contract Reclamation Procedures*, to avoid and minimize potential impacts.
 - *While Contract Reclamation Procedures are generally applicable for offsite locations, the contractor(s) will comply with the setbacks as stated above within the project limits.

STATUS OF THE SPECIES

No changes from the 2020 Opinion or subsequent modifications.

ENVIRONMENTAL BASELINE

No changes from the 2020 Opinion or subsequent modifications.

EFFECTS OF THE ACTION

No changes to the 2025 modified Opinion. While the updated measures are changes from the original project description and may result in portions of river fill beyond what was originally assessed, these changes are not expected to amount to a significant departure from what has already been assessed in the previous Opinions, notably for Appalachian elktoe, as supported by the Service’s Asheville Field Office aquatic species recovery biologist. Modifications to the above-listed CMs are not expected to result in any adverse impacts to aquatic or terrestrial species beyond what has already been addressed in the original and subsequent Opinions.

CONCLUSION

No changes from the 2020 Opinion or subsequent modifications.

INCIDENTAL TAKE STATEMENT

No changes from the 2020 Opinion or subsequent modifications.

REASONABLE AND PRUDENT MEASURES

No changes from the 2020 Opinion or subsequent modifications.

TERMS AND CONDITIONS

No changes from the 2020 Opinion or subsequent modifications.

CONSERVATION RECOMMENDATIONS

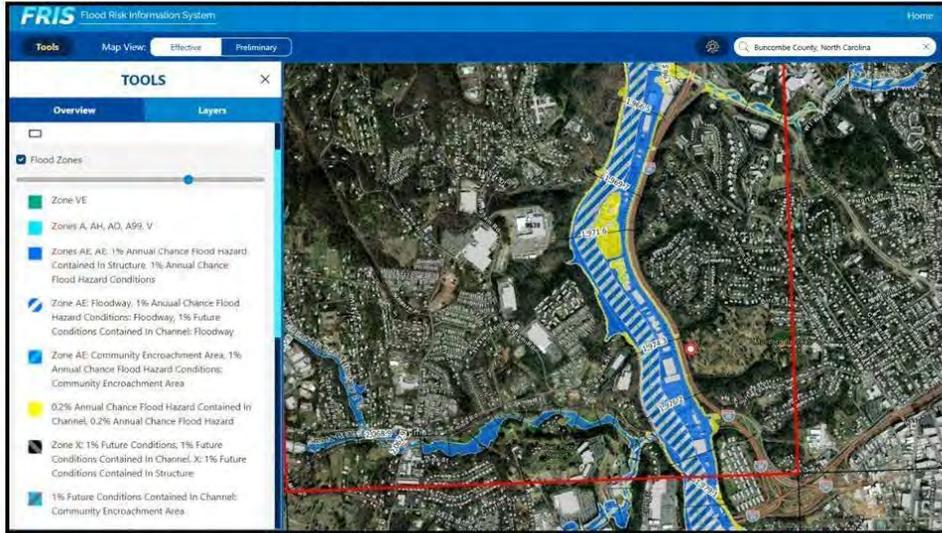
No changes from the 2020 Opinion or subsequent modifications.

REINITIATION AND CLOSING STATEMENT

This concludes reinitiation of formal consultation on the actions outlined in your project description last updated February 2, 2026. As provided in 50 CFR 402.16, reinitiation of formal consultation is required where discretionary Federal agency involvement or control over the action has been retained (or is authorized by law) and if: (1) the amount or extent of incidental take is exceeded, (2) new information reveals effects of the agency action that may affect listed species or critical habitat in a manner or to an extent not considered in this BO, (3) the agency action is subsequently modified in a manner that causes an effect to the listed species or critical habitat not considered in this BO, or (4) a new species is listed or critical habitat is designated that may be affected by the action. In instances where the amount or extent of incidental take is exceeded, any operation causing such take must cease, pending reinitiation.

FIGURES

These screenshots are provided again for additional reference to show the extent of the 100-year floodplain. Most of the project area where the new bridges will be constructed is within the 100-year floodplain (solid blue polygon in the first two maps below).



Above, zoomed in closer to the area of new crossings

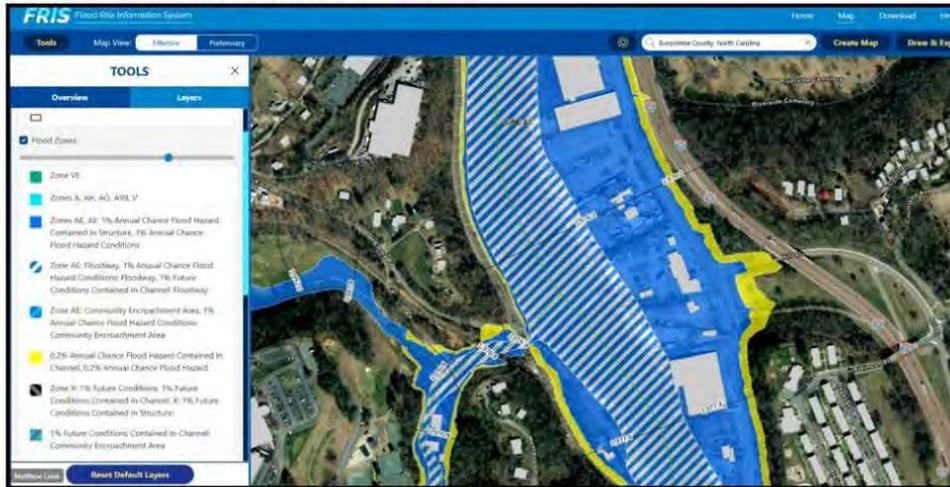


Figure 1. Project Action Area Depicted Within French Broad River 100 Year Floodplain

Below shows the 100-year floodplain (light blue shading), part of Section B limits (red or yellow lines) and the new FBR crossings area (solid blue).



Full Section B (green) and Section D (orange) limits below.

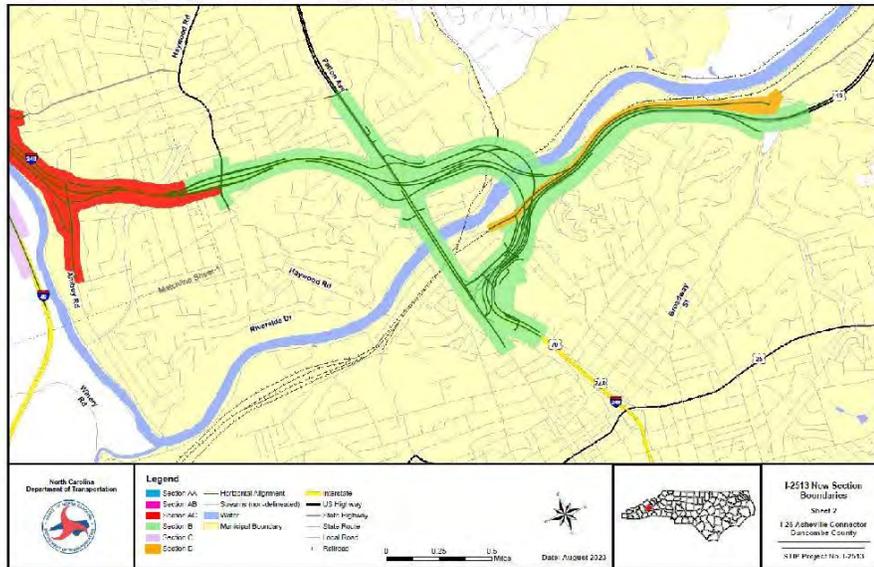


Figure 2. Project B D Sections on the Landscape and River Crossing Locations Relating to the 100 Year Floodplain Designation

EIS RELOCATION REPORT

**North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM**

E.I.S. CORRIDOR DESIGN

WBS ELEMENT:	34165.1.9	COUNTY	Buncombe	Alternate	of	Alternate
T.I.P. NO.:	I-2513BD					
DESCRIPTION OF PROJECT:	I-26 Connector					

ESTIMATED DISPLACEDS (% MINORITY = 39.08)*					INCOME LEVEL								
Type of Displacees	Owners	Tenants	Total	Minorities	0-15K	15-25K	25-35K	35-50K	50K UP				
Residential	25	15	40	16	0	1	5	14	20				
Businesses	5	9	14	6	VALUE OF DWELLING				DSS DWELLING AVAILABLE				
Farms	0	0	0	0	Owners		Tenant Rent		For Sale		For Rent		
Non-Profit	0	0	0	0	0-100K	1	\$ 0-250	0	0-100K	2	\$ 0-250	0	
ANSWER ALL QUESTIONS					100-200K	1	250-500	0	100-200K	4	250-500	1	
Yes	No	<i>Explain all "YES" answers.</i>			200-300K	5	500-1000	3	200-300K	19+	500-1000	4	
	x	1. Will special relocation services be necessary?			300-400K	14	1000-1500	6	300-400K	40+	1000-1500	47+	
	x	2. Will schools or churches be affected by displacement?			400K UP	4	1500 UP	6	400K UP	136+	1500 UP	106+	
x		3. Will business services still be available after project?			TOTAL	25		15		201+		158+	
x		4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.			REMARKS (Respond by number)								
	x	5. Will relocation cause a housing shortage?			<p>*% Minority is based on Census data - Please provide Census data for the area</p> <p>This report is based on the latest modifications of I-2513 and incorporates the use of demographic data from the 2020 Decennial Census to estimate the potential proportion of minority relocations.</p> <p>3 – Project location is mostly within the downtown area of West Asheville and along heavily traveled and commercially developed Patton Avenue. There is no anticipated shortage of remaining available business services.</p> <p>4 – There are 14 businesses being displaced. See attached sheet for additional information concerning these displaced businesses.</p> <p>6 – This area of the project has numerous real estate offices who do both commercial & residential listings. These include Keller-Williams, Town Mtn. Realty, Beverly-Hanks, etc.</p> <p>8 – Last Resort Housing will be essential as many homes are older dwellings and many of them lack modernization.</p> <p>11 – There is an abundance of public housing in the area of the project.</p> <p>12 – The housing market at the time of this report is lively and numerous listings have been identified.</p> <p>13 – It is possible low cost housing will be an issue for both owners and tenants. Last Resort Housing will alleviate some of these situations.</p> <p>14 – There are numerous commercial properties available for lease and for sale. This area of the project has numerous real estate offices who do both commercial and residential listings.</p>								
		6. Source for available housing (list).											
	x	7. Will additional housing programs be needed?											
x		8. Should Last Resort Housing be considered?											
	x	9. Are there large, disabled, elderly, etc. families?											
	x	10. Will public housing be needed for project?											
x		11. Is public housing available?											
x		12. Is it felt there will be adequate DSS housing available during relocation period?											
x		13. Will there be a problem of housing within financial means?											
x		14. Are suitable business sites available (list source).											
		15. Number months estimated to complete RELOCATION?											

	2/12/2026		03/17/2026
Daryl C Roberts Right of Way Agent	Date	Chris Coughlin Relocation Coordinator	Date

COMMERCIAL RELOCATION DATA

SPREADSHEET DESIGNATION

BUSINESS INFORMATION

B-01	Gallery Studio – Tenant – 2 employees – 0 minorities
B-02	NOT A BUSINESS. This is a residence and is included in the residential numbers of this report.
B-03	Fleetwood Vintage Bar – Owner – 5 employees – 2 minorities
B-04	DeSoto Lounge – Tenant – 6 employees – 4 minorities
B-05	Haywood Quick Stop Convenience Store/Gas – Tenant – 6 employees – 4 minorities Shane Brown Bail Bonds – Tenant – 2 employees – 0 minorities
B-06	GoStoreIt Self-Storage – Owner – 2 employees – 2 minorities
B-07	Smart Stop Self-Storage – Owner – 1 employee – 0 minorities
B-08	VACANT due to Early Acquisition
B-09	VACANT due to Early Acquisition
B-10	Smart Stop Self-Storage II – Owner – 2 employees – 0 minorities
B-11	This parcel is owned by NCDOT
B-12	VACANT due to Early Acquisition
B-13	VACANT due to Early Acquisition
B-14	Jackson's Trading Company – Owner – 8 employees – 5 minorities
B-15	Hire Quest Direct – Tenant – 2 employees – 1 minority Smoke Rings Smoke Shop – Tenant – 2 employees – 0 minorities BlackBear Roofing – Tenant – 4 employees – 1 minority Funky Junk – Tenant – 1 employee – 1 minority
B-16	VACANT due to Early Acquisition
B-18	VACANT due to Early Acquisition
B-19	NO BUSINESS ON SITE. This appears to be a warehouse
B-20	Salvage Station – Tenant – 6 employees – 3 minorities
B-21	VACANT due to Early Acquisition
B-22	VACANT due to Early Acquisition
B-23	VACANT due to Early Acquisition

The following residential displacees ARE NOT INCLUDED in the totals of this report due to having been acquired through Advance or Early Acquisition, or from having been acquired in the early stage of the right of way process of the project. They are identified by the designation given them on the spreadsheet furnished to the agent who completed this EIS Relocation Report:

R-09, R-10, R-11, R-12, R-13, R-14, R-15, R-16, R-17, R-18, R-19, R-45.



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

JOSH STEIN
GOVERNOR

DANIEL H. JOHNSON
SECRETARY

March 18, 2026

Yolonda K. Jordan
Division Administrator
Federal Highway Administration
North Carolina Division
310 New Bern Avenue, Suite 410
Raleigh, NC 27601

**RE: I-2513 B&C Interstate 26 Connector -- Riverside Cemetery: Updated
Environmental Commitments for Historic Architecture**

Ms. Jordan:

The North Carolina Department of Transportation (NCDOT) signed a Memorandum of Agreement (MOA) as per Section 106 of the National Historic Preservation Act of 1966 with the Federal Highway Administration (FHWA) and the State Historic Preservation Officer (SHPO) for the I-2513 (I-26 Connector) project in January 2021. At that time the parties agreed that the project would have an adverse effect upon Riverside Cemetery, a contributing element within the Montford Area Historic District (BN0022), and archaeological site 31BN826.

As described in the MOA, NCDOT agreed to consider ways to reduce impacts to Riverside Cemetery by providing funding, re-designs, or studies for the areas listed below and consult with the MOA's primary signatories and concurring parties. The specific areas were a Vibration Monitoring Plan, a Design Noise Report, a Tree Survey and Replanting Plan, refinement of Roadway Design, Appearance, and Lighting, and coordination with Duke Energy for relocation of a transmission line. This letter documents how NCDOT complied with this request and documents that the vibration and noise studies as well as the revised Roadway, landscaping, and utility plans at Riverside Cemetery have resulted in a change in effects. NCDOT has consulted with FHWA and SHPO and all three primary signatories now consider that the project, with environmental commitments detailed below, has "No Adverse Effect" on Riverside Cemetery and meets the *de minimis* conditions for the use of Section 4(f) property.

Revised Roadway Design Plans

The refinement of the Roadway Designs has the greatest impact on the effects finding. NCDOT's Design-Build Team modified the design along the cemetery boundary, and the new roadway will not be elevated with a retaining wall. Instead, it will remain at existing

US 19/US 23/US 70 roadway level and shifted slightly westward to avoid highway Right-Of-Way (ROW) impacts on cemetery property. A black metal fence that is approved by the city of Asheville's parks department, SHPO, and NCDOT will be erected to mark the highway ROW parallel to the cemetery boundary. In addition, NCDOT will minimize the dispersion of light beyond the highway ROW by installing single pole, shoulder and/or barrier mounted, lighting with LED illumination along the cemetery boundary. The attached design plans show the revised impacts.

Duke Energy Line Relocation

The only property acquisition within the cemetery's historic boundary with the revised design is a Permanent Utility Easement (PUE) of 15,000 square feet for the relocation of the Duke Energy transmission line. Duke Energy plans to clear this square footage of large vegetation and install the shortest pole feasible to carry the line across the interstate. Duke Energy will consult with NCDOT, SHPO and the city of Asheville's parks department prior to clearing and will prioritize tree trimming over removal and replacement.

Tree Survey and Replanting Plan

With the revised design plans, NCDOT's Design-Build Team conducted a tree survey in the fall of 2025. They recorded existing trees greater than 6.0" diameter that may be affected within the existing highway ROW and within and adjacent to the historic boundaries of Riverside Cemetery. Trees within the existing highway ROW will be removed and some trees within the cemetery may be affected by root pruning along the ROW. On January 28, 2026, NCDOT and the Design Build firm met with the city of Asheville's parks department to discuss a conservation and replanting plan for trees within Riverside Cemetery. The parks department was provided with a tree inventory that showed there were 32 trees on the cemetery property that will either be direct takes or are likely takes (critical root zone impacts) by project construction. The impacts include removal of trees (but not roots) on the transmission line corridor (adjoining southwest parcel), removal of trees (but not roots) for the utility pole needed on the northwest corner of the property, and most if not all of the trees and root systems within highway ROW. The attached map was the basis for the discussion.

The details on the map include:

- Trees on Property Line – There are 8 (of 32) trees are on the property line (T041, T043, T067, T075, T092, T094, T095, T096). These will be removed by NCDOT's contractor as part of NCDOT's work to put in the new, black Control of Access fence.
- Trees within Utility Easement (northwest corner)– There are 9 (of 32) trees within utility easement (T012, T015, T016, T030, T031, T032, T035, T036, T037), on the NW corner. The utility contractor will remove these trees.
- Remaining Trees Impacted on Cemetery Property – For the remaining 15 trees (T019, T020, T026, T027, T028, T029, T039, T044, T054, T055, T076, T090, T091, T100, T104) on cemetery property, they are not direct takes but have enough root zone impacts that they would be affected.
- Replacement Trees – Of the 32 trees impacted, 7 are dead already leaving 25 living trees impacted.

At the January 28th meeting, the parties discussed two options:

Option 1: The city of Asheville's parks department would accept a lump sum payment (in an amount to be determined) to remove and replant trees using the parks department contractor of choice or with parks department staff, or

Option 2: The city of Asheville's parks department coordinates with NCDOT staff for a contractor of NCDOT's choosing or NCDOT crews to manage the mitigation activities of removing, replanting, and monitoring the affected trees as necessary.

The city prefers Option 2 where NCDOT will do the following:

- NCDOT will follow Asheville's Code of Ordinances Section 7-11-13 (landscape & buffering standards) and the City's recommended species list. NCDOT crews (or its contractor) will finalize the landscaping plan and install replacement trees immediately following the completion of the NEPA document. The NEPA re-evaluation is anticipated to be signed in February 2026 and final landscape designs at Riverside Cemetery would begin in March 2026. Tree replacement is anticipated in 2026 immediately following approval of the landscaping plan. All new plant materials will be warranted for three growing seasons and replaced by NCDOT if they fail within that time.
- Tree Removal – The trees that are on the cemetery property but along the existing control of access fence will be removed under the NCDOT contract. The utility company will remove the trees within the utility easement on the cemetery property, both inside and outside the historic boundary as part of their work. For the 7 trees within the historic boundary, not on the CA line (T039, T044, T055, T076, T090, T100, T104) that may eventually be killed by impacts to the critical root zone, the parks department wanted to take a wait and see approach in hopes that trees like T-90, a 100-foot-tall red oak, for example, might survive.

Vibration Studies and Monitoring Plan

NCDOT's Geotechnical Engineering Unit and Division 13 are currently developing a vibration monitoring plan for Riverside Cemetery. The baseline studies are underway, and the plan will be finalized in late March 2026. The recommendations of the plan shall be provided to SHPO and concurring parties (except for the EBCI, CN, UKB, MCN, and Catawba Nation) for their comments prior to adoption. Vibration monitoring on key funerary monuments within Riverside Cemetery (as recommended in the aforementioned plan) will be fulfilled during construction. In addition, NCDOT will conduct pre-construction surveys of all key funerary monuments within Riverside Cemetery to record a "before" condition so that any construction-related damage can be accurately identified.

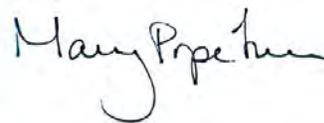
Auditory Effects

In accordance with the NCDOT's Traffic Noise Policy, NCDOT's Design Build Team, is completing a Design Noise Report (DNR) which includes recommendations for abatement measures for traffic noise impacts. The DNR is anticipated in March 2026. If the noise wall is determined to be feasible along the boundaries of Montford Historic District, then further consultation on the appearance of the barriers will be required with SHPO and the concurring parties. In addition, NCDOT is minimizing the noise from the roadway by limiting the number of pavement joints and employing open graded friction course pavement adjacent to the cemetery. Finally, NCDOT's Division 13 will develop a Memorandum of Understanding (MOU) prior to the beginning of construction in this area

with the city of Asheville's parks department to outline how they will notify NCDOT of funerals so they can limit construction noise during such events.

In conclusion, this letter demonstrates NCDOT's efforts to reduce the various impacts that the I-2513 (I-26 Connector) project was likely to have on historic Riverside Cemetery. The Department has complied with the stipulations in the 2021 MOA for Riverside Cemetery and seeks a re-evaluation of the effects on the historic property. NCDOT has consulted with FHWA and NC HPO on these studies and environmental commitments and all three primary signatories now consider that the project has "No Adverse Effect" with environmental commitments on Riverside Cemetery meets the *de minimis* conditions for the use of the Section 4(f) property. The existing MOA for I-2513 will be amended to show the design changes and effect finding change, and the original stipulations for the Montford Historic District (which includes Riverside Cemetery) still apply to the undertaking and will now be project commitments to ensure there is no adverse effect, as opposed to commitments necessary to mitigate an adverse effect.

Sincerely,

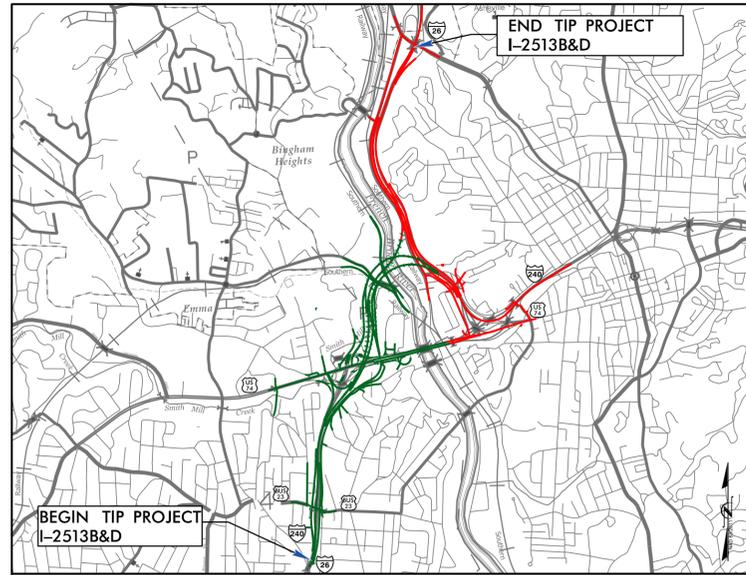
A handwritten signature in blue ink that reads "Mary Pope Furr". The signature is written in a cursive style with a large, looping initial "M".

Mary Pope Furr
Historic Architecture Supervisor
Historic Architecture Group
Environmental Analysis Unit, NCDOT

Cc: Renee Gledhill-Earley, NC-HPO
Scott Power, USACE
Loretta Beckwith, USACE
Seth Wilcher, FHWA

09.08/2019

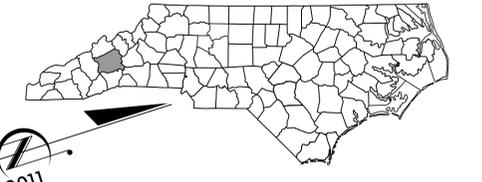
See Sheet 1A&1B For Proposed Design Criteria
See Sheet 1C For Legend



VICINITY MAP (NTS)

STATE OF NORTH CAROLINA DIVISION OF HIGHWAYS BUNCOMBE COUNTY

STATE	STATE PROJECT REFERENCE NO.	SHEET NO.	TOTAL SHEETS
N.C.	I-2513B&D	1	
STATE PROJ. NO.	F.A. PROJ. NO.	DESCRIPTION	
34165.3.GV2	3416501	PE	
34165.3.GV3	3416501	PE	



LOCATION: I-26/I-240 FROM SOUTH OF HAYWOOD RD TO SOUTH OF NC 251/SR 1781 (BROADWAY STREET) AND SR 1477 (RIVERSIDE DRIVE) FROM SR 1517 (HILL STREET) TO NC 251 (BROADWAY STREET)

TYPE OF WORK: GRADING, DRAINAGE, PAVING, LIGHTING, SIGNALS, SIGNING, ITS, CULVERTS & STRUCTURES



TIP PROJECT: I-2513B&D

CONTRACT: C204953

BEGIN CONSTRUCTION
-LBI- POC STA. 8 + 50.00

Site No.	Begin Bridge	End Bridge
2A	-LB- STA. 41+72.35	-LB- STA. 59+10.68
2B	-Y7RPD- STA. 16+15.76	-Y7RPD- STA. 22+64.42
2C	-LB- STA. 65+32.10	-LB- STA. 69+16.79
2D LT	-LB- STA. 71+40.05	-LB- STA. 98+12.00
2D RT	-LB- STA. 71+37.16	-LB- STA. 94+11.50
3A	-I240WB- STA. 24+03.00	-I240WB- STA. 39+90.50
3B	-I240WB- STA. 17+05.00	-I240WB- STA. 21+80.00
4A	-I240EB- STA. 44+95.62	-I240EB- STA. 59+90.62
4B	-Y7RPDDREV- STA. 15+89.47	-Y7RPDDREV- STA. 27+38.66
4C	-I240EB- STA. 19+97.53	-I240EB- STA. 43+37.00
5	-Y24- STA. 16+99.08	-Y24- STA. 19+65.00
6	-Y7RPA- STA. 24+19.00	-Y7RPA- STA. 27+46.50
8	-Y6- STA. 16+73.41	-Y6- STA. 18+34.41
9	-Y25C- STA. 11+86.78	-Y25C- STA. 13+87.78
12	-Y41- STA. 14+53.56	-Y41- STA. 15+72.73
13	-Y7EB- STA. 46+39.35	-Y7EB- STA. 59+47.28
	-Y7WB- STA. 46+33.93	-Y7WB- STA. 58+61.74

**-LBI- POT STA. 44 + 75.14 (BK) =
-LB- POT STA. 19 + 00.19 (AH)**

BEGIN TIP PROJECT I-2513B&D
-LB1- POC STA. 10 + 00.00

END SECTION 1
-Y7 EB- STA. 59 + 47.28 =
-Y7 WB- STA. 58 + 61.74
BEGIN SECTION 2

END CONSTRUCTION
-Y7 EAST REV2- POT STA. 84 + 63.96

DESIGN SECTION 1 -LB1- STA. 10+00.00 TO -LB1- 44+75.14 BK =
-LB- 19+00.19 AH TO -LB- 83+00.00

DESIGN SECTION 2 -LB- STA. 83+00.00 TO -LB- STA. 142+49.71
BEGIN CONSTRUCTION
-Y7- POT STA. 6 + 83.62

END SECTION 1
-LB- STA. 83 + 00.00
BEGIN SECTION 2

END TIP PROJECT I-2513B&D
-LB- POC STA. 141 + 81.48

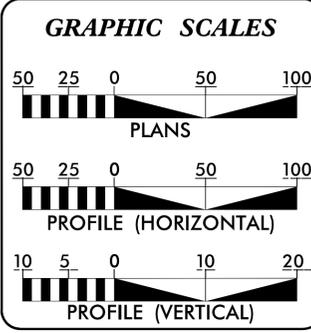
END SECTION 1
-I240EB- STA. 62 + 44.67 =
-I240WB- STA. 44 + 03.73
BEGIN SECTION 2
-240_REV2- STA. 10 + 00.00

END CONSTRUCTION
-240_REV2- POC STA. 45 + 80.00

END CONSTRUCTION
-LB- STA. 142 + 49.71

**S-184: I-2513B&D SECTION 1 & 2
RFC ROADWAY PLANS
DATE: 2/23/2026**

NOTES:
1. THIS IS A CONTROLLED-ACCESS PROJECT WITH ACCESS BEING LIMITED TO INTERCHANGES.



DESIGN DATA

ADT 2025	=	93,650
ADT 2045	=	126,800
K	=	8%
D	=	55%
T	=	6%*
V	=	60 MPH

FUNC CLASS: INTERSTATE
* (TTST 3% + DUALS 3%)

PROJECT LENGTH

LENGTH ROADWAY TIP PROJECT I-2513B&D2.076 MILES
LENGTH STRUCTURE TIP PROJECT I-2513B&D0.908 MILES
TOTAL LENGTH TIP PROJECT I-2513B&D2.984 MILES

NCDOT CONTACT

EDWIN FENNER, P.E.
ALTERNATIVE DELIVERY PROJECT ENGINEER

PLANS PREPARED BY:

RK&K RUMMEL, KLEPPER & KAHL, LLP
8601 SIX FORKS ROAD, FLOOR 1, SUITE 700
RALEIGH, NORTH CAROLINA 27615-3960
NC LICENSE NO. F-0112

wsp 1001 Morehead Square Dr.,
Suite 610, Charlotte, NC 28203
NC LIC NO. F-0165

2024 STANDARD SPECIFICATIONS

LETTING DATE:
FEBRUARY 20, 2024

MIKE MERRITT, P.E.
PROJECT ENGINEER

BYRON HOLDEN, P.E.
PROJECT DESIGN ENGINEER

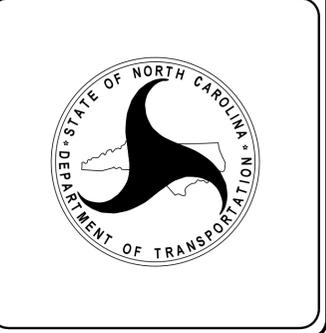
HYDRAULICS ENGINEER

DocuSigned by:
Elvis M. Riggs 2/23/2026

ROADWAY DESIGN ENGINEER

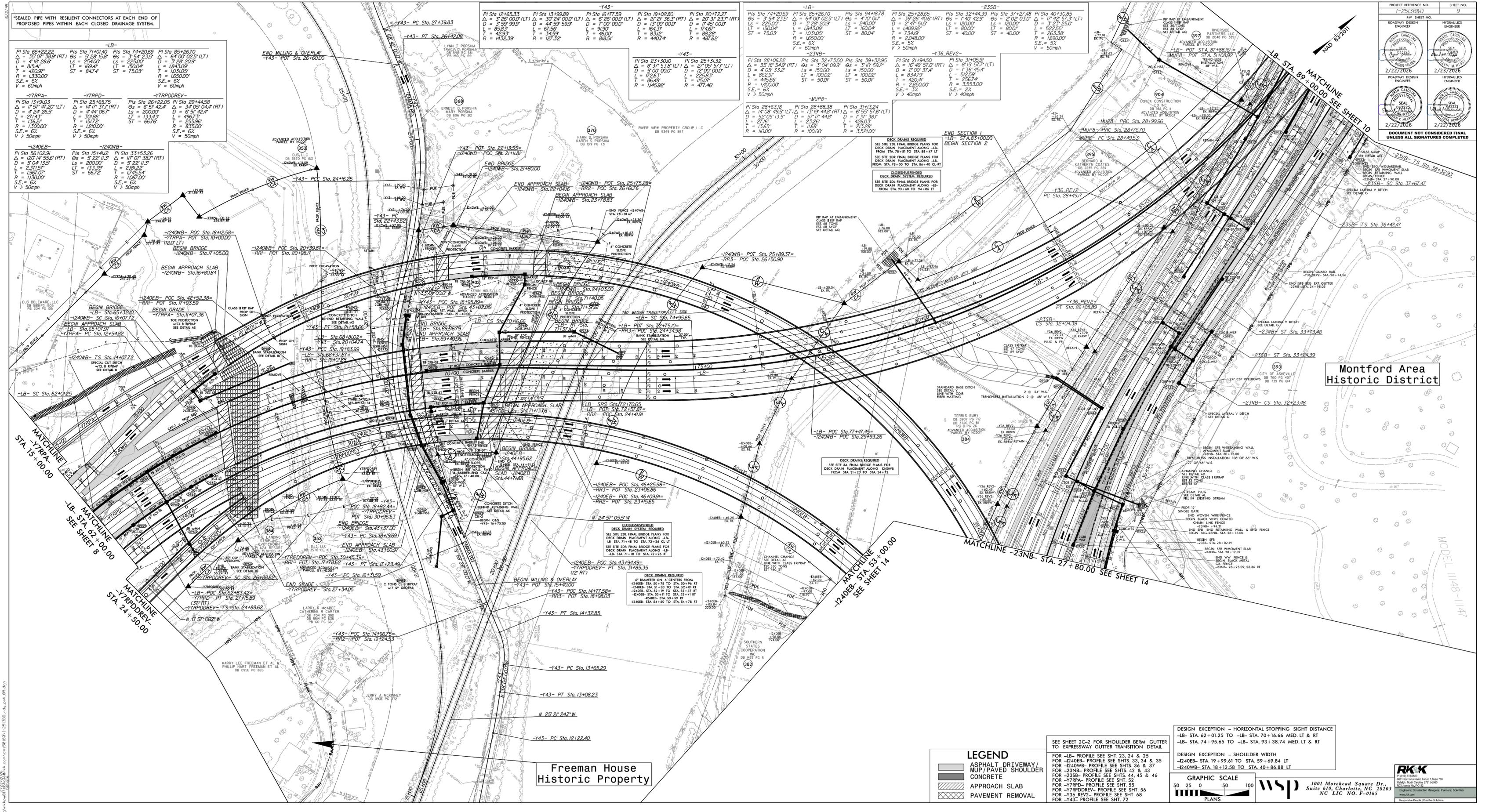
DocuSigned by:
C. Byron Holden 2/22/2026

STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION



★ TRAFFIC SIGNAL DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

2/22/2026, C:\pwworking\rkpkp01\bbhole@kk.com\dms48706\I2513B&D_rdy_TSH.dgn



*SEALED PIPE WITH RESILIENT CONNECTORS AT EACH END OF PROPOSED PIPES WITHIN EACH CLOSED DRAINAGE SYSTEM.

-Y43-
 PI Sta 66+22.22 Δ = 35°07'38.9" (RT) D = 41'24" 28.6' L = 815.4' T = 420.9' R = 1330.00' S.E. = 6% V = 60mph
 PI Sta 71+01.40 Δ = 5°28'15.8" (RT) D = 32'24" 15.8' L = 169.4' T = 151.7' R = 1200.00' S.E. = 6% V = 50mph
 PI Sta 74+20.69 Δ = 3°54'23.5" (RT) D = 32'24" 15.8' L = 150.4' T = 151.7' R = 1200.00' S.E. = 6% V = 50mph
 PI Sta 85+26.70 Δ = 64°00'02.5" (LT) D = 32'24" 15.8' L = 1843.09' T = 1033.05' R = 1650.00' S.E. = 6% V = 60mph

-YTRPA-
 PI Sta 13+91.03 Δ = 11°57'41.20" (LT) D = 41'24" 28.6' L = 237.57' T = 136.21' R = 1330.00' S.E. = 6% V > 50mph
-YTRPD-
 PI Sta 25+65.75 Δ = 14°17'37.7" (RT) D = 41'24" 28.6' L = 301.86' T = 151.7' R = 1200.00' S.E. = 6% V > 50mph
-YTRPDDREV-
 PI Sta 26+22.05 Δ = 6°51'42.4" (RT) D = 32'24" 15.8' L = 133.43' T = 66.76' R = 835.00' S.E. = 6% V = 50mph
 PI Sta 29+44.58 Δ = 34°05'04.4" (RT) D = 5°52'11.3" L = 218.25' T = 174.55' R = 835.00' S.E. = 6% V = 50mph

-I240EB-
 PI Sta 56+02.91 Δ = 120°14'55.6" (RT) D = 5'04" 13.5' L = 237.57' T = 196.70' R = 1130.00' S.E. = 6% V > 50mph
-I240WB-
 PI Sta 15+41.12 Δ = 5°22'11.3" D = 11°07'38.7" (RT) L = 200.00' T = 218.25' R = 835.00' S.E. = 6% V > 50mph
 PI Sta 33+53.26 Δ = 11°07'38.7" (RT) D = 5°22'11.3" L = 218.25' T = 174.55' R = 835.00' S.E. = 6% V > 50mph

-Y43-
 PI Sta 13+99.89 Δ = 30°24'00.0" (LT) D = 6'26" 00.0" (LT) L = 85.93' T = 46.93' R = 1432.39'
 PI Sta 16+77.59 Δ = 30°24'00.0" (LT) D = 6'26" 00.0" (LT) L = 51.88' T = 46.00' R = 818.51'
 PI Sta 16+77.59 Δ = 21°21'36.3" (RT) D = 8'37" 00.0" (RT) L = 164.31' T = 83.12' R = 4407.4'
 PI Sta 20+72.27 Δ = 20°31'23.7" (RT) D = 11'45" 00.0" (RT) L = 174.57' T = 226.83' R = 487.62'

-Y43-
 PI Sta 23+30.10 Δ = 8°37'53.8" (LT) D = 5'00" 00.0" L = 123.63' T = 86.48' R = 1445.92'
 PI Sta 25+31.32 Δ = 27°05'57.7" (LT) D = 12'00" 00.0" L = 226.83' T = 115.07' R = 477.46'

-Y36-
 PI Sta 28+06.22 Δ = 35°18'54.9" (RT) D = 4'05" 49.5" (LT) L = 86.29' T = 44.56' R = 1400.00' S.E. = 6% V > 50mph
 PI Sta 32+73.50 Δ = 13°09'42.8" (RT) D = 5'55'57.5" (LT) L = 100.02' T = 50.01' R = 1000.00' S.E. = 6% V > 50mph
 PI Sta 39+32.95 Δ = 3°10'59.2" (RT) D = 1'37'38.8" L = 426.03' T = 23.28' R = 1000.00' S.E. = 6% V > 50mph

-Y36-REV2-
 PI Sta 21+94.50 Δ = 16°46'57.0" (RT) D = 2'00" 37.4" L = 834.79' T = 420.41' R = 2850.00' S.E. = 2% V > 40mph
 PI Sta 31+05.91 Δ = 61°51'57.1" (LT) D = 7'36" 45.4" L = 512.59' T = 256.74' R = 3553.00' S.E. = 2% V > 40mph

-Y36-
 PI Sta 25+28.65 Δ = 64°00'02.5" (LT) D = 39'26" 40.6" (RT) L = 1243.09' T = 1031.05' R = 1650.00' S.E. = 6% V = 60mph
 PI Sta 32+44.39 Δ = 1°40'42.9" (RT) D = 120.00' L = 120.00' T = 734.9' R = 1690.00' S.E. = 5% V > 50mph
 PI Sta 40+30.85 Δ = 17°42'57.3" (LT) D = 3'23" 25.0" L = 522.55' T = 263.38' R = 1690.00' S.E. = 5% V = 50mph

PROJECT REFERENCE NO. 1-25138&D	SHEET NO. 9
ROADWAY DESIGN ENGINEER 2/22/2026	HYDRAULICS ENGINEER 2/23/2026
ROADWAY DESIGN ENGINEER 2/22/2026	HYDRAULICS ENGINEER 2/23/2026

DOCUMENT NOT CONSIDERED FINAL
UNLESS ALL SIGNATURES COMPLETED

MATCHLINE STA. 15+00.00
 MATCHLINE STA. 92+00.00
 MATCHLINE STA. 2+4+50.00
 MATCHLINE STA. 2+4+50.00

MATCHLINE STA. 53+00.00
 MATCHLINE STA. 27+80.00 SEE SHEET 14
 MATCHLINE STA. 89+00.00 SEE SHEET 10

Montford Area
Historic District

Freeman House
Historic Property

LEGEND

[Symbol]	ASPHALT DRIVEWAY / MUP / PAVED SHOULDER
[Symbol]	CONCRETE
[Symbol]	APPROACH SLAB
[Symbol]	PAVEMENT REMOVAL

SEE SHEET 2-C-2 FOR SHOULDER BERM GUTTER TO EXPRESSWAY GUTTER TRANSITION DETAIL

FOR -LB- PROFILE SEE SHTS. 23, 24 & 25
 FOR -I240EB- PROFILE SEE SHTS. 33, 34 & 35
 FOR -I240WB- PROFILE SEE SHTS. 36 & 37
 FOR -I23NB- PROFILE SEE SHTS. 42 & 43
 FOR -Y36- PROFILE SEE SHTS. 44, 45 & 46
 FOR -YTRPA- PROFILE SEE SHT. 52
 FOR -YTRPD- PROFILE SEE SHT. 53
 FOR -YTRPDDREV- PROFILE SEE SHT. 56
 FOR -Y36-REV2- PROFILE SEE SHT. 68
 FOR -Y43- PROFILE SEE SHT. 72

DESIGN EXCEPTION - HORIZONTAL STOPPING SIGHT DISTANCE
 -LB- STA. 62+01.25 TO -LB- STA. 70+16.66 MED. LT & RT
 -LB- STA. 74+95.65 TO -LB- STA. 93+38.74 MED. LT & RT

DESIGN EXCEPTION - SHOULDER WIDTH
 -I240EB- STA. 19+99.61 TO STA. 59+69.84 LT
 -I240WB- STA. 18+12.58 TO STA. 40+86.88 LT



WSP
 1001 Morehead Square Dr.,
 Suite 610, Charlotte, NC 28203
 NC LIC NO. F-0165

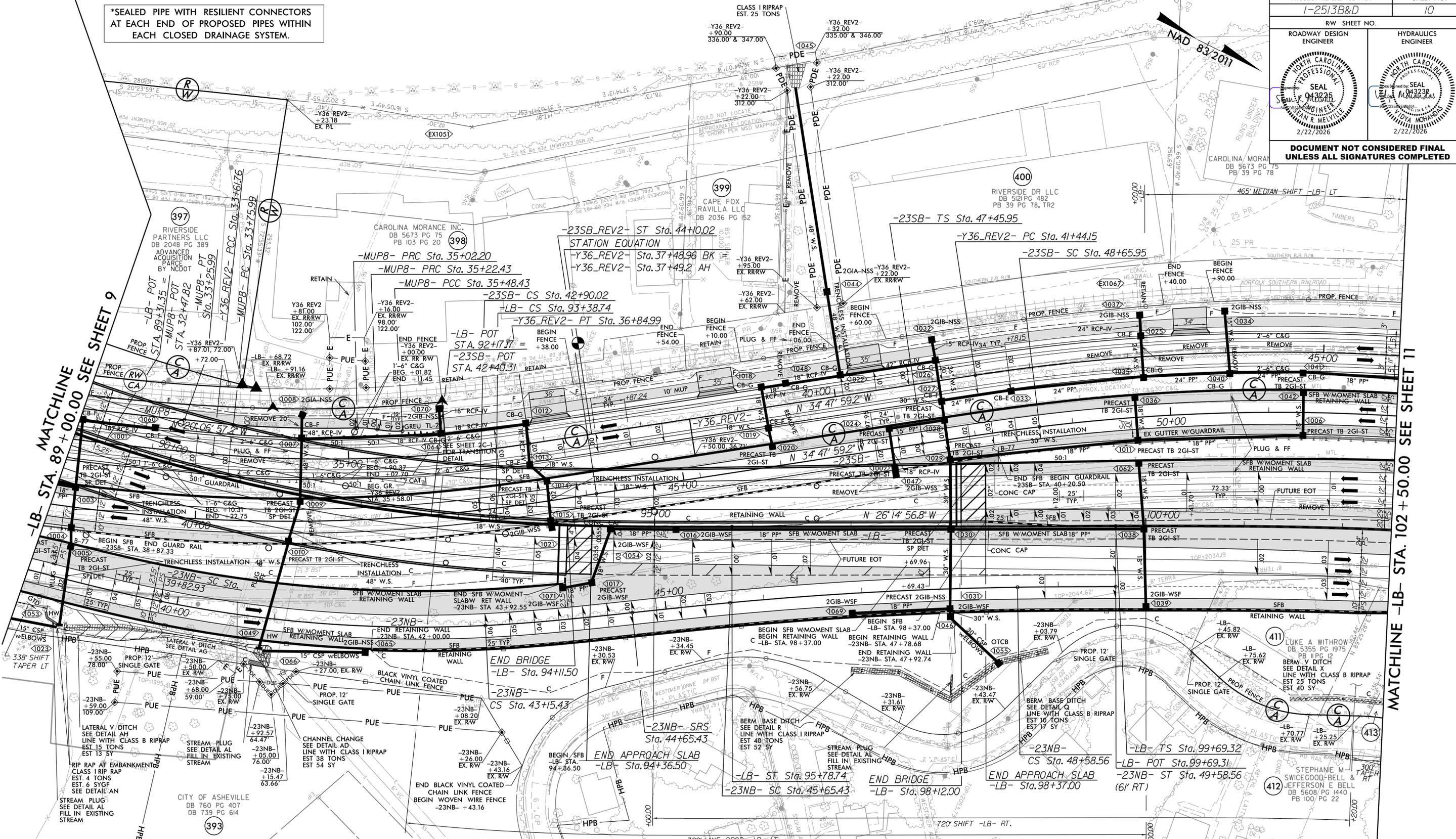
RK-K
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 Raleigh, North Carolina 27615-9000
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8/17/2025

*SEALED PIPE WITH RESILIENT CONNECTORS AT EACH END OF PROPOSED PIPES WITHIN EACH CLOSED DRAINAGE SYSTEM.

PROJECT REFERENCE NO. 1-2513B&D	SHEET NO. 10
RW SHEET NO.	
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED



-LB- STA. 89 + 00.00 SEE SHEET 9

MATCHLINE -LB- STA. 102 + 50.00 SEE SHEET 11

-LB- Pl Sta 85+26.70 Δ = 64°00'02.5" (LT) Os = 4'10"01" D = 3'28"20.9" Ls = 240.00' Os = 6'32"37.6" L = 1,843.09' LT = 160.04' LT = 289.53' T = 1,031.05' ST = 80.04' ST = 144.85' R = 1,650.00' S.E. = 6% V = 60mph			-Y36_REV2- Pl Sta 31+05.91 Δ = 8°15'57.7" (LT) Δ = 13°31'05.7" (LT) Δ = 56°45'32.9" (RT) D = 1'36"45.4" D = 4'10"55.8" D = 2'47"41.7" L = 512.59' L = 323.23' L = 2,030.80' T = 256.74' T = 162.37' T = 1,107.49' R = 3,553.00' R = 1,370.00' R = 2,050.00' S.E. = 2% S.E. = 3% S.E. = 3% V > 40mph V > 40mph V > 40mph			-MUP8- Pl Sta 34+39.14 Δ = 5°24'02.0" (LT) Δ = 11°35'10.2" (RT) Δ = 13°32'41.5" (LT) D = 4'16"44.4" D = 57'17"44.8" D = 52'05"13.5" L = 126.21' L = 20.22' L = 26.00' T = 63.15' T = 10.15' T = 13.06' R = 1,339.00' R = 100.00' R = 110.00'		
-23NB- Pls Sta 39+32.95 Pls Sta 41+50.02 Pls Sta 43+65.44 Pls Sta 45+32.10 Pls Sta 47+12.07 Pls Sta 48+91.90 Os = 3'10"59.2" Δ = 14°06'41.9" (LT) Os = 3'10"59.2" Os = 0'45"14.0" Δ = 4°25'11.4" (RT) Os = 0'45"14.0" Ls = 150.00' D = 4'14"38.9" Ls = 150.00' Ls = 100.00' D = 1'30"28.0" Ls = 100.00' D = 3'23"25.0" Ls = 120.00' Ls = 120.00' LT = 100.02' L = 332.50' LT = 100.02' LT = 66.67' L = 293.14' LT = 66.67' L = 522.55' LT = 80.01' LT = 80.00' L = 263.38' LT = 80.00' L = 1,915.43' ST = 50.01' T = 167.09' ST = 50.01' ST = 33.33' T = 146.64' ST = 33.33' T = 263.38' ST = 40.00' ST = 40.00' T = 1,037.88' R = 1,350.00' R = 1,350.00' R = 1,350.00' R = 3,800.00' R = 1,690.00' R = 2,005.00' S.E. = 6% S.E. = 6% S.E. = 6% S.E. = 3% S.E. = 5% S.E. = 5% V > 50mph V > 50mph V > 50mph V = 50mph V = 50mph V > 50mph			-23SB- Pls Sta 40+30.85 Pls Sta 43+30.03 Pls Sta 48+25.95 Pls Sta 59+03.82 Δ = 17°42'57.3" (LT) Os = 2'02"03.0" Os = 1'42"52.5" Δ = 54°44'09.9" (RT) D = 3'23"25.0" Ls = 120.00' Ls = 120.00' D = 2'51"27.5" L = 522.55' LT = 80.01' LT = 80.00' L = 1,915.43' T = 263.38' ST = 40.00' ST = 40.00' T = 1,037.88' R = 1,690.00' R = 2,005.00' R = 2,005.00' S.E. = 5% S.E. = 5% S.E. = 5% V = 50mph V > 50mph V > 50mph					

Montford Area Historic District

SEE SHEET 2C-1 FOR SPECIAL 1'-6" TO 2'-6" CURB AND GUTTER TRANSITION DETAIL

SEE SHEET 2C-2 FOR SHOULDER BERM GUTTER TO EXPRESSWAY GUTTER TRANSITION DETAIL

FOR -LB- PROFILE SEE SHT. 26 & 27
 FOR -23NB- PROFILE SEE SHT. 43
 FOR -23SB- PROFILE SEE SHT. 45
 FOR -Y36 REV2- PROFILE SEE SHTS. 68 & 69
 FOR -MUP8- PROFILE SEE SHT. 62

LEGEND

- ASPHALT DRIVEWAY / MUP/PAVED SHOULDER
- CONCRETE
- APPROACH SLAB

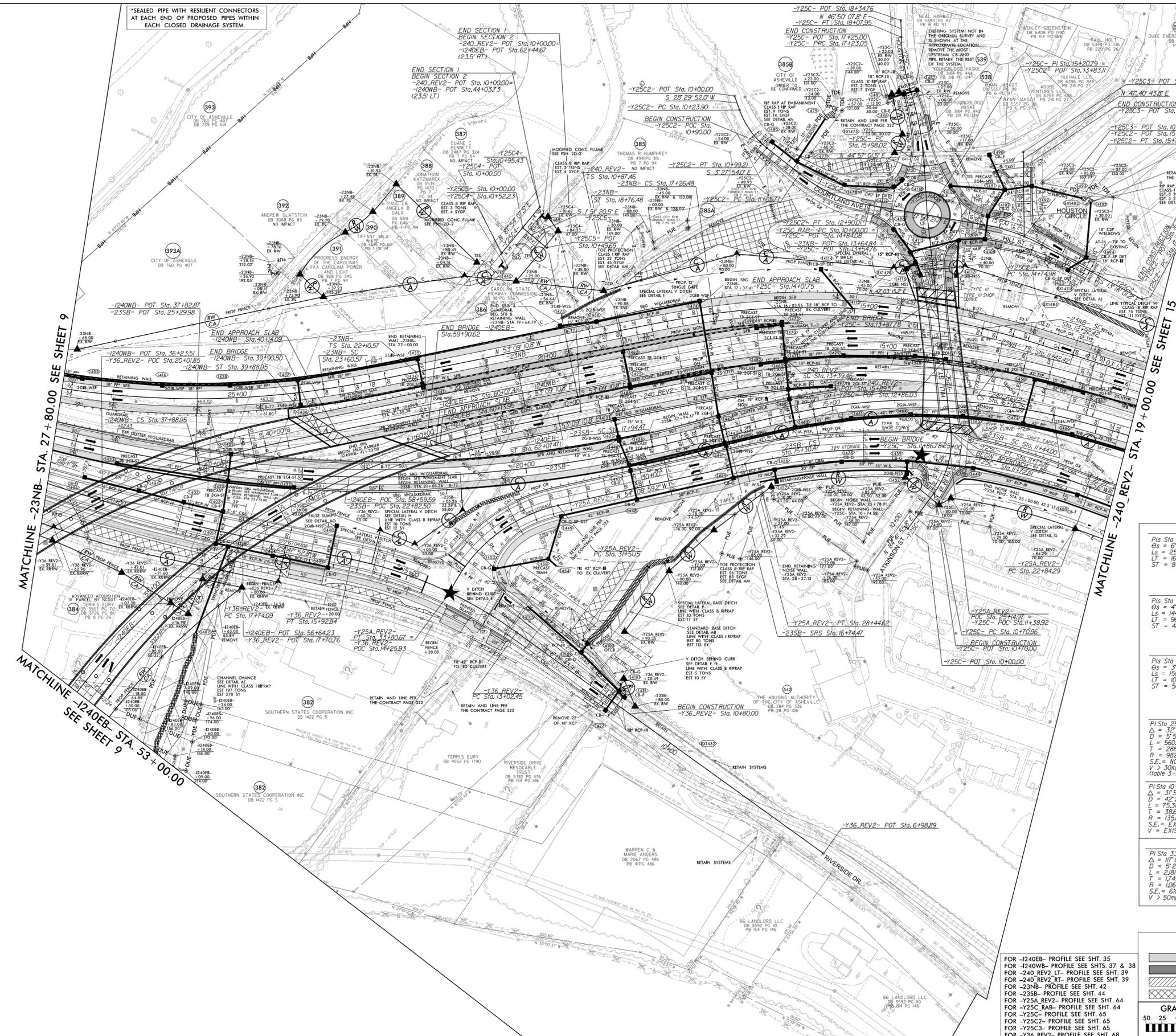
WSP 1001 Morehead Square Dr., Suite 610, Charlotte, NC 28203
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 Raleigh, North Carolina 27615-3960
 NC License No. F-0112
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 www.rkk.com
 Responsive People | Creative Solutions

6/2/2018

*SEAL PIPE WITH RESILIENT CONNECTORS AT EACH END OF PROPOSED PIPES WITHIN EACH CLOSED DRAINAGE SYSTEM.

PROJECT REFERENCE NO. 1-25138&D	SHEET NO. 14
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
2/22/2018	2/22/2018
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
2/22/2018	2/23/2018
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	



MATCHLINE -23NB- STA. 27+80.00 SEE SHEET 9

MATCHLINE -1240EB- STA. 53+00.00 SEE SHEET 9

MATCHLINE -240_REV2- STA. 19+00.00 SEE SHEET 15

<p>-240_REV2-</p> <p>PI Sta 12+55.56 Δ = 252.00' L = 168.00' T = 84.09' R = 1693.33' S.E. = 6% V > 50mph</p>	<p>PI Sta 15+08.99 Δ = 1612.582' (RT) L = 448.532' T = 163.51' R = 1693.33' S.E. = 6% V > 50mph</p>	<p>PI Sta 17+60.35 Δ = 6'03.598' L = 168.00' T = 84.09' R = 1693.33' S.E. = 6% V > 50mph</p>	<p>PI Sta 14+49.76 Δ = 23'40.000' (LT) L = 8'11.064' T = 420.41' R = 700.000' S.E. = 4% V = 40mph</p>	<p>PI Sta 21+94.50 Δ = 18'46.972' (RT) L = 2'00.374' T = 834.79' R = 2850.000' S.E. = 3% V = 40mph</p>
<p>PI Sta 10+96.03 Ls = 144.00' LT = 96.03' ST = 48.02'</p>	<p>PI Sta 13+39.78 Δ = 22'35.410' (LT) Ls = 150.00' LT = 100.02' ST = 50.02'</p>	<p>PI Sta 15+12.06 Δ = 21'37.337' (LT) Ls = 150.00' LT = 100.02' ST = 50.02'</p>	<p>PI Sta 17+65.50 Δ = 3'44.121' Ls = 150.00' LT = 100.02' ST = 50.02'</p>	<p>PI Sta 23+10.58 Δ = 35'18.549' (RT) Ls = 150.00' LT = 100.02' ST = 50.02'</p>
<p>PI Sta 25+72.31 Δ = 32'41.336' (LT) L = 560.346' T = 288.02' R = 982.00' S.E. = NC V > 30mph (table 3-13)</p>	<p>PI Sta 32+74.71 Δ = 52'36.050' (LT) L = 229.559' T = 123.566' R = 250.00' S.E. = 4% V = 30mph</p>	<p>PI Sta 11+25.60 Δ = 42'38.406' (LT) L = 104.20' T = 54.655' R = 140.000' S.E. = NC V = EXIST</p>	<p>PI Sta 16+60.86 Δ = 14'19.412' (LT) L = 125.04' T = 62.855' R = 500.000' S.E. = NC V = 25mph</p>	<p>PI Sta 17+65.78 Δ = 16'12.476' (RT) L = 125.04' T = 62.855' R = 300.000' S.E. = EXIST</p>
<p>PI Sta 10+62.56 Δ = 31'57.461' (LT) L = 42.28287' L = 75.31' L = 38.666' R = 135.000' S.E. = EXIST V = EXIST</p>	<p>PI Sta 12+29.20 Δ = 28'28.277' (LT) L = 124.24' T = 63.433' R = 250.000' S.E. = EXIST V = 25mph</p>	<p>PI Sta 15+24.67 Δ = 18'48.420' (RT) L = 104.20' T = 98.500' R = 497.000' R = 300.000' S.E. = NC V = 25mph</p>	<p>PI Sta 10+00.00 Δ = 35'59.59424' (LT) L = 154.51124' L = 232.41' L = 0.000' R = 37.000'</p>	<p>PI Sta 33+55.26 Δ = 117'07.387' (RT) L = 5'22.1133' L = 219.122' L = 1745.54' R = 1067.000' S.E. = 6% V > 50mph</p>
<p>PI Sta 38+55.67 Ls = 200.000' LT = 133.399' ST = 66.722'</p>	<p>PI Sta 56+02.91 Δ = 120'14.556' (RT) Ls = 5'04.1355' L = 237.157' R = 1130.000' S.E. = 6% V > 50mph</p>	<p>PI Sta 60+74.13 Δ = 5'04.1355' Ls = 200.000' LT = 133.399' ST = 66.722'</p>	<p>PI Sta 60+74.13 Δ = 5'04.1355' Ls = 200.000' LT = 133.399' ST = 66.722'</p>	<p>PI Sta 60+74.13 Δ = 5'04.1355' Ls = 200.000' LT = 133.399' ST = 66.722'</p>

LEGEND

- ASPHALT DRIVEWAY/ MUP/PAVED SHOULDER
- CONCRETE
- APPROACH SLAB
- PAVEMENT REMOVAL

GRAPHIC SCALE

50 25 0 50 100

PLANS

SEE SHEET 2C-2 FOR SHOULDER BERM GUTTER TO EXPRESSWAY GUTTER TRANSITION DETAIL

DK-K
1001 Morehead Square Dr., Suite 610, Charlotte, NC 28203
NC LIC NO. F-0165

FOR -1240EB- PROFILE SEE SHT. 35
FOR -1240WB- PROFILE SEE SHTS. 37 & 38
FOR -240_REV2 LT- PROFILE SEE SHT. 39
FOR -240_REV2 RT- PROFILE SEE SHT. 39
FOR -23NB- PROFILE SEE SHT. 42
FOR -23SB- PROFILE SEE SHT. 44
FOR -Y25A_REV2- PROFILE SEE SHT. 64
FOR -Y25C_RAB- PROFILE SEE SHT. 65
FOR -Y25C- PROFILE SEE SHT. 65
FOR -Y25C2- PROFILE SEE SHT. 65
FOR -Y25C3- PROFILE SEE SHT. 65
FOR -Y36_REV2- PROFILE SEE SHT. 68

Riverside Cemetery Trees

	No		Critical Root Zone (CRZ) Boundary
	Yes		I-2513BD Design
	Yes (Dead)		I-2513BD Utility Easement
	Yes (Discussion)		Exist. Historic Property Boundary
			Cemetery Graves
			Cemetery Lots
			Riverside Cemetery Parcel Boundary

