



**NORTH CAROLINA**  
Department of Transportation

# I-2513 Project Update

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9/11/2025

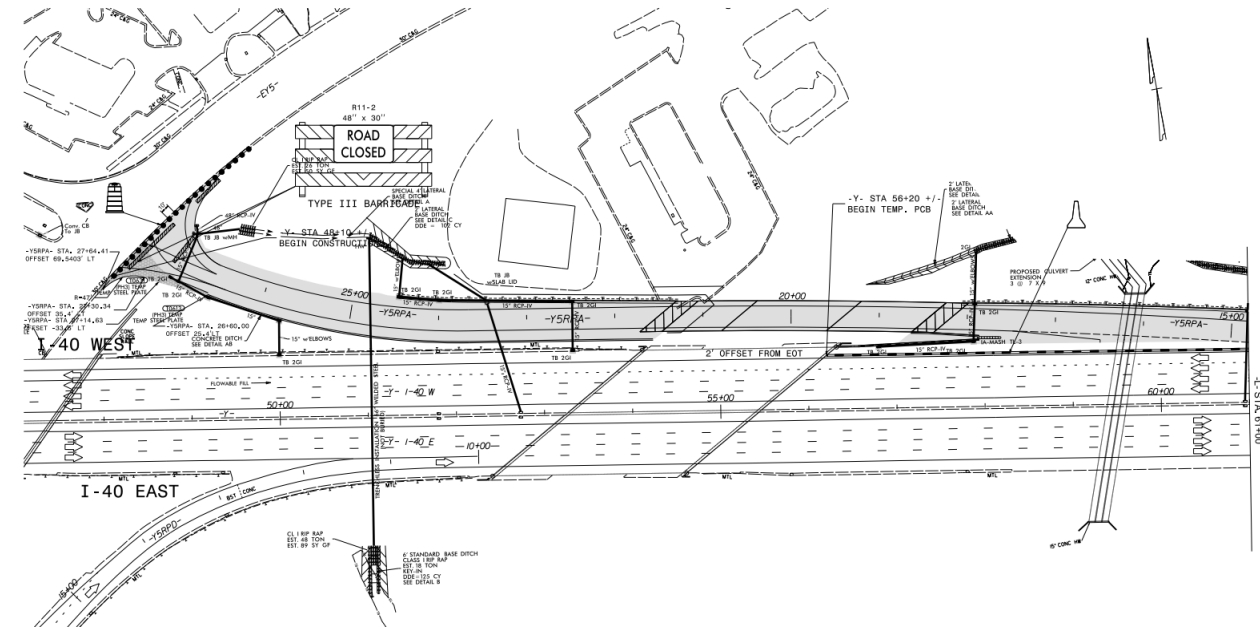
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Deputy Division Engineer

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and environmental sensitivity to enhance the economy and vitality of North Carolina

# I-2513 AA/AB

## Project Update

- Current Operations:
  - Sewer line installation
  - Substructure & MSE Wall for BRSRR Bridge
  - Grading and drainage installation ongoing
  - Asphalt Removal and Concrete Pavement Demo
  - Phase II Traffic Configuration
- Upcoming:
  - Triple barrel culvert extension (I-40WB)
  - Waterline Installation
  - Soil Nail Wall Construction for exit 44A alignment
- Completion March 2029



# I-2513 AC

## Project Update

- Design Progress
  - Updating plans with principals from O&R
  - Coordination with I-2513 BD
  - Let in November 2026
- ROW Acquisition
  - 95% Complete on Utility Parcels
  - All contacts been made
- Utility Relocation
  - Beginning in October 2025

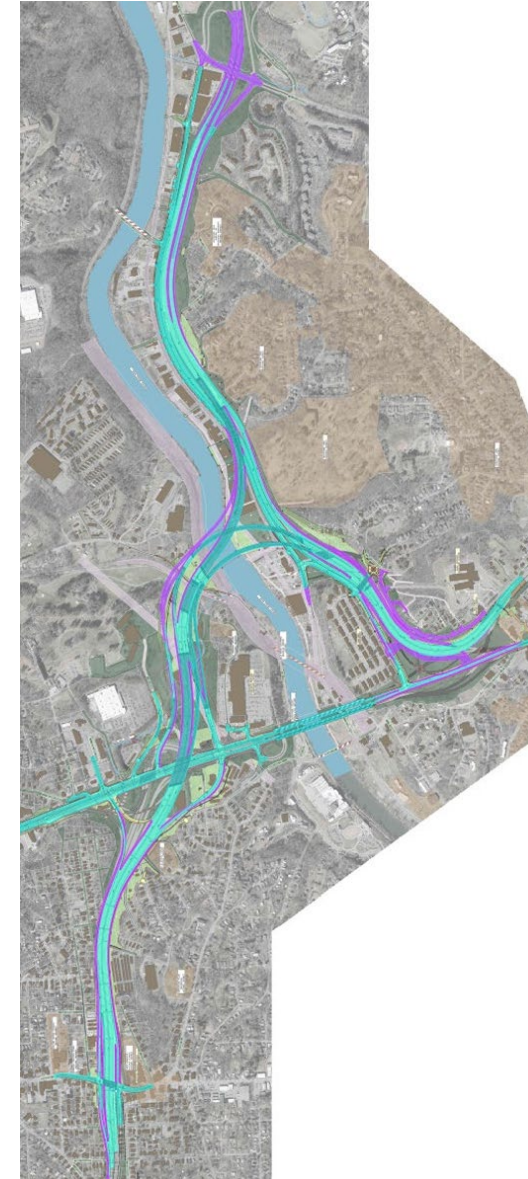




## I-2513 BD

### Project Update

- Design Progress
  - 25% plan submittal approved with comments
  - Right of Way Plans submitted and under review
  - Intersection Details submitted
  - Geotechnical investigations on -going
- Design Noise Report (DNR)
  - Monitoring: May 2025
  - Validation Models and Draft Validation Report: July 2025
  - Draft Design Noise Report: January 2026
  - Final Design Noise Report: March 2026
- Right of Way Acquisition
- Utility Coordination on -going
- Construction expected to begin in summer of 2026



## I-2513 BD

Project Update – National Environmental Policy Act (NEPA) Re-Evaluation

- NCDOT completed the Environmental Impact Statement (EIS) for the project and received approval on the [Record of Decision](#) on May 26, 2023.
- NCDOT is currently developing a re-evaluation document that tracks changes from preliminary design to final design to ensure the purpose and need of the project are met.
- As with any project with substantial changes — like improvements made during the Optimization and Refinement process — to reduce the cost of the project enough to move forward, the alterations are re-submitted to confirm that the Final EIS (FEIS) remains valid.
- These changes, like reducing project footprint and combining bridges will be submitted in the reevaluation document.
- The overpass alteration is not a significant change to the purpose and need of the project, but it will be included in the submittal.

# I-2513 BD

Project Update - Aesthetics Advisory Committee (AAC)

- Aesthetics Advisory Committee (AAC)
- 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	\$32,000
Vertical abutment for the I-26 Overpass Bridge	\$593,000
Cost of standard formliner 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
Commitment to evaluate and install alternative bridge joint to reduce noise under the bridge	\$200,000
Total :	<u><b>\$1,159,000</b></u>

# I-2513 BD

Project Update - Aesthetics Advisory Committee (AAC)

- 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 formliner design	\$74,100
Widening of the MUP from the Bowen Bridges to under the I-26 Overpass to 18'	\$277,000
Total :	<b><u>\$351,100</u></b>

- The results of these Meetings were presented to the City Council by the AAC on September 9<sup>th</sup>
- These commitments will be incorporated into the construction contract with the Archer -Wright Joint Venture as an amendment to the previously approved aesthetic guidelines via a supplemental agreement.

# I-2513 BD

## Project Update - Stakeholder Coordination

- **Stakeholder Coordination**
  - American Institute of Architects (AIA) WNC, I -26 Citizen's Coalition, Elected Officials, City, County, and MPO Staff
  - NCDOT and the Design Build Team evaluated concepts for feasibility, as well as cost and schedule impacts
  - Key topics of discussion
    - Hillcrest Bridge & Hill Street Roundabout
    - Patton Avenue Overpass
    - Haywood Road



# I-2513 BD

## Project Update - Stakeholder Coordination

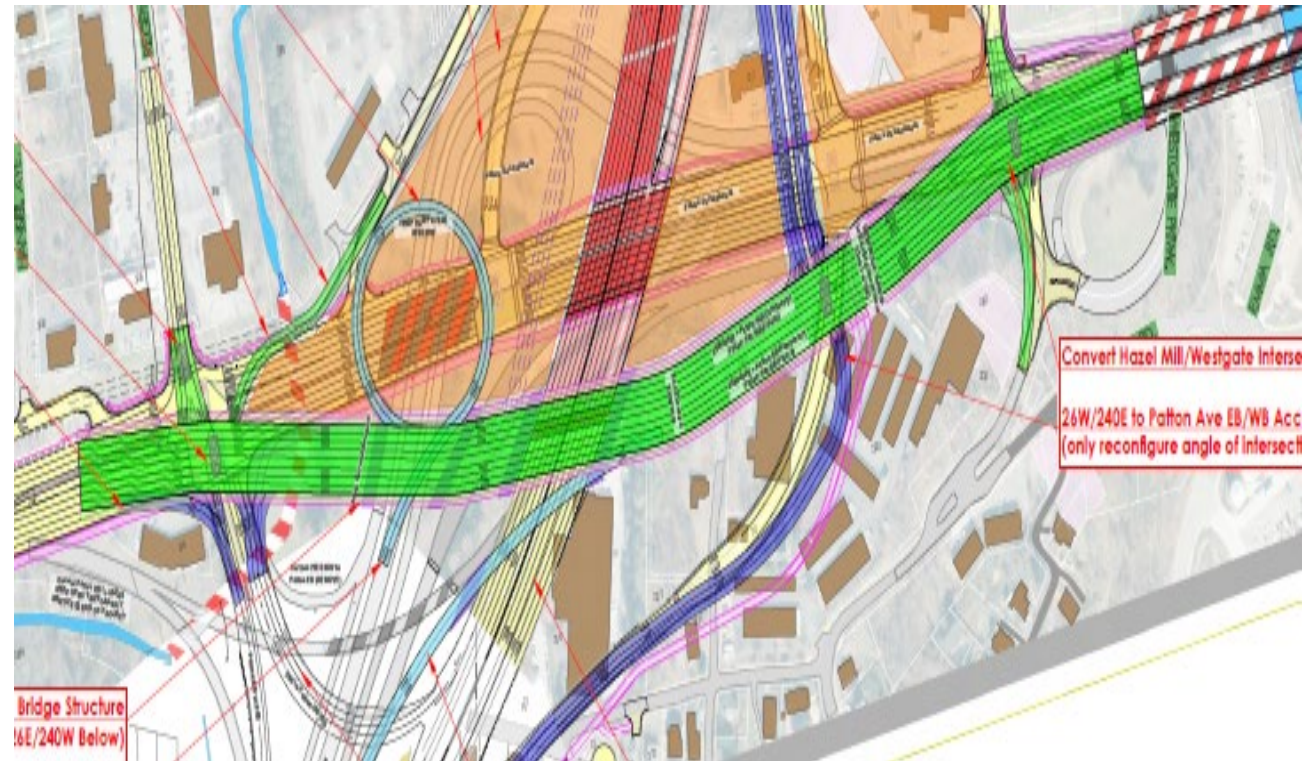
- Hillcrest Bridge & Hill Street Roundabout
  - Several alternatives were evaluated to minimize right-of-way (ROW) impacts:
    - A four-way stop in place of the roundabout.
    - A realigned structure with the roundabout located at Isaac Dickson School Road.
    - A modified roundabout at the originally planned location with reduced impact on adjacent properties.
  - Ultimately, the AIA and I-26 Coalition expressed a preference for the **modified roundabout** design.
    - Preserves connections to Hillcrest Community
    - Retains pedestrian, bike, and vehicle safety benefits
    - Reduces impacts to properties along Courtland Avenue



## I-2513 BD

### Project Update - Stakeholder Coordination

- **Patton Avenue Overpass**
  - The Design Build Team evaluated a proposed alternative that would shift Patton Avenue south and raise its grade over I-26.
    - Increased impact to homes in West Asheville. (2 additional total takes)
    - Steeper grades, making it less pedestrian and bicycle -friendly. (6% grade)
    - Greater overall bridge area, leading to significantly higher costs.
  - After review, both AIA and the I-26 Coalition agreed that the proposed alternative was not preferable.

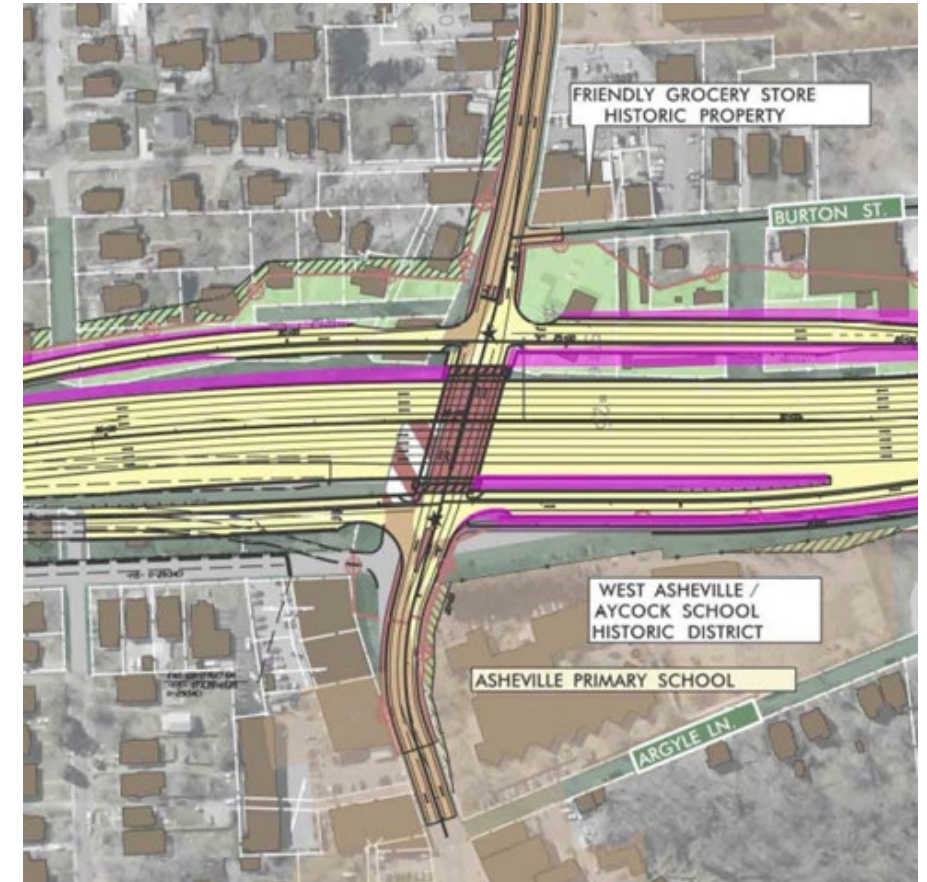




## I-2513 BD

### Project Update - Stakeholder Coordination

- **Haywood Road**
  - Several components of the Haywood Road area were reviewed:
    - **Burton Street Intersection** : 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.
    - **Hanover Street** : In both the 2018 and current designs, the connection from Hanover Street to Haywood Road is removed. 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.
    - **Bridge Length over I -26**: The Design Build Team confirmed that the current bridge length is necessary to maintain I -26/I-240 traffic during construction.



## I-2513 BD

### Project Update - Stakeholder Coordination

- In meetings with the AAC, AIA, I-26 Coalition, MPO, and elected officials, the future activation of retained Right of Way and the disposal of surplus Right of Way were identified as important next steps as the project moves toward completion.
- On the east side of the French Broad River, NCDOT is committed to disposing of surplus ROW that becomes available following the removal of the previously proposed I-26/Patton Avenue interchange—an outcome of project optimization and refinement.
- Around the I-26 overpass area, NCDOT is committed to utilizing municipal agreements with the City of Asheville to activate available spaces wherever feasible.

# Contact Us


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Thank you!

