



Troy Peoples  
XC: Galloway  
O: Millikin

STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

MICHAEL F. EASLEY  
GOVERNOR

LYNDO TIPPETT  
SECRETARY

February 10, 2003

Mr. Don Voelker  
Acting Division Administrator  
Federal Highway Administration  
310 New Bern Avenue, Suite 410  
Raleigh, North Carolina 27601

Dear Mr. Voelker:

SUBJECT: Addition to the Interstate System, I-26

TRAFFIC ENGINEERING  
THOMPSON BUILDING  
RECEIVED

FEB 19 2003

Refer To: Millikin

FILE  I.A.A.

SEE ME  F.Y.I.

REVIEW & COMMENT

INVEST & REPORT

PLEASE ANSWER

REPLY FOR MY SIGNATURE

XC  
Ivey  
Hopkins

As you know, the Federal Highway Administration (FHWA) designated US 19/23 from I-240 to the NC/TN state line as a future addition to the Interstate System on January 4, 1995. The action was approved under 23 USC 139(b). This route is a controlled access, divided four-lane facility from Asheville in Buncombe County to the Tennessee State line. (See attached map)

The northernmost sections (2 through 5) are built to Interstate standards. Sections 2 & 3 are 4.63 miles in length and were completed and opened to traffic in 1996 and 1998, respectively. Sections 4 & 5 are 9.12 miles in length and will be completed and opened to traffic in June 2003. Together these sections comprise a 13.75-mile facility extending from US 19/23 south of the Buncombe/Madison county line, northward to US 23 at the Tennessee State line. We request this 13.75-mile length of roadway be designated as an addition to the Interstate system under Title 23 USC 103(c)(4)(A).

The 13.75-mile section of I-26 connects to existing US 23 at the Tennessee State line. The Tennessee Department of Transportation concurs with this request. Our request is submitted in support of their request to designate US 23 as I-26 from the North Carolina State line to I-81. The total length of I-26 completed to Interstate standards in North Carolina and Tennessee will be approximately 64 miles. We are aware that the Tennessee Department of Transportation has been advised by FHWA that their request is premature. However, I-26 will connect to a suitable terminus (US 19/23) north of Asheville. We believe it is imperative that I-26 approval for this section be granted at this time so that appropriate signing can be provided for Interstate traffic using this 64-mile completed Interstate route.

MAILING ADDRESS:  
NC DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATOR  
1536 MAIL SERVICE CENTER  
RALEIGH NC 27699-1536

TELEPHONE: 919-733-7384  
FAX: 919-733-9428

WEBSITE: WWW.DOH.DOT.STATE.NC.US

LOCATION:  
TRANSPORTATION BUILDING  
1 SOUTH WILMINGTON STREET  
RALEIGH NC

Mr. Don Voelker  
February 10, 2003  
Page 2

The southernmost section (1) is 15.07 miles in length and is part of the National Highway System. Project A-10A is scheduled to be completed in 2010 and will bring this section to Interstate standards. We are asking for continued approval to designate this section as Future I-26 until the required Interstate improvements are completed.

This request is consistent with the completion and signing of other Interstate routes in North Carolina. We strongly believe that approved Interstate sections should be designated and signed as Interstate routes upon their completion and connection to NHS routes. We agree that Interstate sections that do not connect to NHS routes or are not built to Interstate standards should continue to carry the "Future" Interstate designation.

This facility will satisfy a great need to alleviate congestion in the Asheville region, an urbanized area. The I-40 corridor is the major east/west vehicular artery for the area. Coming from South Carolina, I-26 connects into I-40 in Asheville. This funnels a significant amount of westward heading traffic onto I-40. The addition of I-26, passing through Asheville and proceeding northward to Tennessee, will ease the congestion of I-40 traffic heading westward toward Knoxville and allow better access to the Asheville area. This new interstate section will open another corridor through the Blue Ridge Mountains, and complete an important link in the Interstate System. In addition, the facility will ensure the potential for economic growth and development in this region.

We appreciate your favorable consideration of this request. Please let me know if you need additional information.

Sincerely,



Len A. Sanderson, P.E.  
State Highway Administrator

LAS:hrc

Attachment

cc: Lyndo Tippett, Secretary of Transportation  
✓ Troy A. Peoples, P. E., State Traffic Engineer

**MAILING ADDRESS:**  
NC DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATOR  
1536 MAIL SERVICE CENTER  
RALEIGH NC 27699-1536

TELEPHONE: 919-733-7384  
FAX: 919-733-9428

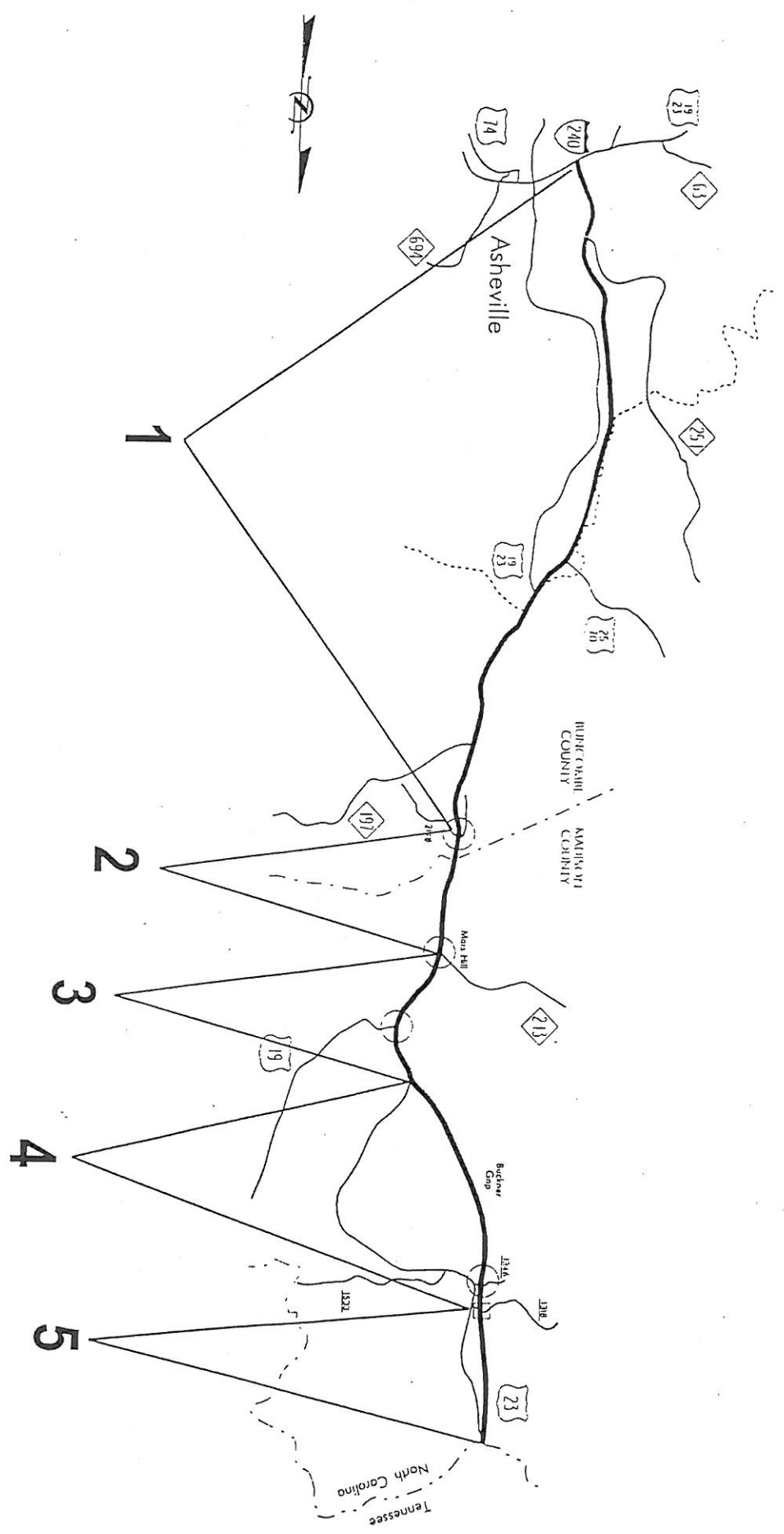
WEBSITE: [WWW.DOH.DOT.STATE.NC.US](http://WWW.DOH.DOT.STATE.NC.US)

**LOCATION:**  
TRANSPORTATION BUILDING  
1 SOUTH WILMINGTON STREET  
RALEIGH NC

# A-10 BUNCOMBE & MADISON COUNTIES

US 19-23

PROJECT  
BREAKDOWN  
MAP



A-10

September 9, 2013

I-26 – Asheville – Notes

Currently, I-26 is designated from the Tennessee / North Carolina State line south to the interchange at US 19(Exit 3). The segment from the interchange of US 19 (Exit 3) to I-240 is designated as Future I-26.

<https://connect.ncdot.gov/projects/planning/Project%20Breakdown%20Maps/A0010.pdf>

1. Contract # C200211 is the final contract in the completion of I-26 (A-10C) in Madison County north of Asheville.
2. This new route is I-26, built to Interstate standards, from the Tennessee State line to near the Buncombe County line.
3. The remainder of the route from near the Madison County line to I-240 in Asheville is a "Future" Interstate route, until improvements are completed to bring this 4-lane section up to full Interstate standards.
4. The I-26 Interstate (Red, White & Blue) shields are in place for the Madison County section and "Future I-26" signs are used along the Buncombe County section on existing US 19/23/70.
5. The alignment of I-26 north of Interstate 40 will follow the existing I-240 section as a concurrent route to US 19/23/70.
6. The existing designations for US 19, US 23 and US 70 will not change.
7. The routes will be "dual signed" as concurrent routes with I-26 at the appropriate time, when the Interstate designation becomes official.
8. The Interstate I-26 designation in Madison County was official when the highway was opened to traffic on August 5, 2003. The remainder of the route will become official when the sections are completed to full Interstate standards.
9. The highway is designated as I-26 in Tennessee and I-26 Interstate shields were in place in Tennessee when the Madison County section was opened to traffic on August 5, 2003.

STIP #	Description	Let Date
A-10 AA	N. of I-240 to US 25 Buncombe	FY-20
A-10 AB	US 25 to SR 2207 Buncombe	FY-20
A-10 AC	SR 2207 to Madison CL	PY
A-10 BA- Complete	S of SR 2148 to N or NC 213	9/93
A-10 BB- Complete	N of NC 213 to NE of US 19	5/96
A-10 C- Complete	NE of US 19 to SR 1318	9/96
A-10 D- Complete	SR 1318 to Tenn SL	12/97



## Traffic Operations & Safety Report North Carolina Division

### Subject: Status of the I-26 Designation in North Carolina

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The North Carolina Department of Transportation (NCDOT) and the Tennessee Department of Transportation (TDOT) are working to extend I-26 from its existing western ending point near Asheville, NC, to a future termination point near Johnson City, TN.

#### North Carolina Corridor Status

The NCDOT estimates that the 9-mile new location I-26 Corridor (A-10C) project will be completed and open to traffic in six months to one year's time. That project connects at its southern end to a 5-mile section of the I-26 Corridor (A-10B) previously built to Interstate standards. Between the end of these two projects and I-240 is a 15-mile gap of the existing US-19/23 freeway in Buncombe County that currently does not meet Interstate standards. Most of these deficiencies will be addressed by a future I-26 Corridor project (A-10A).

The NCDOT is in the process of writing a letter to the Federal Highway Administration (FHWA) requesting US-23 be designated as I-26 and placed on the Interstate System under 23 USC 103(c)4(A). The limits of the request are from the NC/TN State Line to 0.45 miles south of SR-2148 (approximately 13.8-miles).

The NCDOT also will request that the portion of US-19/23 that does not meet Interstate standards be designated as Future-26 until the A-10A construction project can be completed. Work should begin in 2005 and end before the 12-year I-26 Corridor construction window is closed.

The NCDOT intends to coordinate its correspondence with any TDOT request to add US-23 to the Interstate System as I-26 from the NC/TN State Line to I-81, and including the existing I-181 corridor north of I-81.

#### Construction Status (from the State Line south)

- |       |   |
|-------|---|
| A-10C | Start: Just north of the US 19/23 split near Mars Hill, North Carolina. End: NC/TN State Line (9.06-miles.) Paving and other items complete between late 2002 and Spring of 2003. |
| A-10B | Start: North of the US-19/23 split in Madison County. End: 0.45 miles south of SR-2148 in Buncombe County (4.74-miles). This project has been completed to Interstate standards.  |

A-10A Start: 0.45 miles south of Sr-2148. End: I-240 (15.01-miles). Project to be advertised for construction in 2005.

**Background**

- May 9, 1988 NCDOT request that US-19/23 corridor be added to the Interstate System (IS) as I-26 under 23 USC 139(b).
- June 1, 1988 FHWA denies NCDOT request until all environmental documentation is completed.
- June 8, 1988 AASHTO Route Numbering Committee approves the use of "I-26" from I-40 in North Carolina to I-81 in Tennessee.
- June 28, 1994 Record of Decision signed by FHWA for the A-10 projects.
- July 25, 1994 Letter from NCDOT to FHWA requesting US-19/23 be added to the IS from I-240 to the NC/TN State Line under 23 USC 139(b).
- July 26, 1994 Letter from the Tennessee Department of Transportation (TDOT) requesting US-23 be added to the IS from NC/TN State Line to I-81 under 23 USC 139(b).
- January 4, 1995 Letter from FHWA to NCDOT designating US-19/23 as a future Interstate corridor under 23 USC 139(b) from I-240 to the NC/TN State Line.
- January 17, 1995 Agreement between TDOT and FHWA to add US-23 to the IS under 23 USC 139(b).
- February 6, 1995 Agreement between FHWA and NCDOT to add US-19/23 to the IS.
- February 18, 2000 Meeting between NCDOT and FHWA along the Future 26 Corridor to determine work necessary to bring existing I-240 and existing US-19/23 up to Interstate standards.



## Traffic Operations & Safety Report North Carolina Division

**Subject: I-26 Corridor Meeting (1/16/03)**

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### Purpose

The North Carolina Department of Transportation requested a meeting with the Federal Highway Administration to clarify the steps necessary for the addition of all or some portion of the I-26 Corridor to the Interstate System.

### Participants

Bob Schlicht, FHWA – HQ	Joe Geigle, FHWA - NC
Frank Clark, FHWA – HQ	Brad Hibbs, FHWA – NC
Don Voelker, FHWA – NC	Ken Ivey, NCDOT
Emily Lawton, FHWA – NC	Hardee Cox, NCDOT
Clarence Coleman, FHWA – NC	Colista Freeman, NCDOT

### Minutes

The meeting agenda and background information are attached to this document. The background of the I-26 Corridor and current status of the existing and future projects were presented; after which, the NCDOT asked that FHWA specify what portion of the I-26 Corridor can be added to the Interstate System under the present conditions.

**Partial addition to the Interstate System:** It is the opinion of the FHWA that a partial section of the I-26 Corridor, from I-81 in Tennessee to the Madison/Buncombe County Line, including the Interstate standard construction to be completed by the NCDOT in June, cannot be added to the Interstate System. Maintenance of route continuity was the reason stated for that determination. Also, there are no suitable NHS crossroads or traffic generators that could serve as a spur termination point.

**Full addition to the Interstate System:** The NCDOT must correct four-miles of substandard shoulder, drainage structures, and guardrail end-treatments along US-19/23 south of the Buncombe/Madison County Line before the entire I-26 Corridor can be added to the Interstate System. Also, the NCDOT should investigate potential rehabilitation of the I-240 interchange with US-19/23 to increase its capacity. This interchange will carry all of the traffic during the construction of the Asheville Connector.

**Intermediate solutions:** The NCDOT can use the “Future 26” signs throughout the I-26 Corridor. These “Future 26” signs must be mounted separate from all other information signs, and the US-19/23 route markers must remain in place.

Bradley Hibbs, PE  
FHWA – North Carolina Division



## Traffic Operations & Safety Report North Carolina Division

### Subject: Status of the I-26 Designation in North Carolina

---

The North Carolina Department of Transportation (NCDOT) and the Tennessee Department of Transportation (TDOT) are working to extend I-26 from its existing western ending point near Asheville, NC, to a future termination point near Johnson City, TN.

#### Primary Issues

- Full addition to the Interstate System: Can improvements be made to US-19/23 south of the new construction that will bring it to minimum Interstate standards and allow I-26 to be extended all the way to I-81? The I-26 designation would be switched to new location when the I-26 Connector is completed.
- Partial addition to the Interstate System: Can the new construction from I-81 in Tennessee to the Buncombe/Madison County Line in North Carolina be placed on the Interstate System?
- Use of "Future" Interstate-26 shields.

#### North Carolina I-26 Corridor Status

**State Line to the Buncombe/Madison County Line:** The NCDOT estimates that the 9-mile new location I-26 Corridor (A-10C) project will be completed and open to traffic in June of 2003. That project connects at its southern end to a 5-mile section of the I-26 Corridor (A-10B) previously built to Interstate standards.

**Buncombe/Madison County Line to I-240:** The NCDOT completed a resurfacing project from the Madison County Line to I-240 in Asheville, the 15-mile gap that does not meet Interstate standards. Guardrail was upgraded along US-19/23 during the resurfacing; however, there is a four-mile section of substandard outside shoulders and 50 substandard drainage inlets in the median. Project A-10A will improve US-19/23 by adding a lane in each direction and improving shoulders and drainage structures.

**I-26 Connector:** Project I-2513 will provide a multi-lane freeway on new location from the I-240/Patton Avenue interchange to US-19/23 north (1.2-miles) of the US-19/23/I-240 interchange. The project also includes improvements to I-240 and to the I-40/I-26/I-240 interchange. Planning studies continue on this very controversial project. The ROD is scheduled to be signed at the end of 2005; construction done over three phases starting in 2008, 2009, and 2010.

**Note:** The 1.2-mile section from the I-26 Connector's northern terminus back to I-240 meets minimum Interstate standards. The existing 10-foot outside shoulders have 6-inch curb and gutter with guardrail facing just in front of the curb face throughout the section.

**I-26 Widening:** Projects I-4700 and I-4400 will widen I-26 from the I-40/I-240 interchange to a point 23-miles south. I-440 is currently in litigation.

## **Background**

- |                   |   |
|-------------------|---|
| May 9, 1988       | NCDOT request that US-19/23 corridor be added to the Interstate System (IS) as I-26 under 23 USC 139(b).  |
| June 1, 1988      | FHWA denies NCDOT request until all environmental documentation is completed.   |
| June 8, 1988      | AASHTO Route Numbering Committee approves the use of "I-26" from I-40 in North Carolina to I-81 in Tennessee.   |
| June 28, 1994     | Record of Decision signed by FHWA for the A-10 projects.  |
| July 25, 1994     | Letter from NCDOT to FHWA requesting US-19/23 be added to the IS from I-240 to the NC/TN State Line under 23 USC 139(b).  |
| July 26, 1994     | Letter from the Tennessee Department of Transportation (TDOT) requesting US-23 be added to the IS from NC/TN State Line to I-81 under 23 USC 139(b).              |
| January 4, 1995   | Letter from FHWA to NCDOT designating US-19/23 as a future Interstate corridor under 23 USC 139(b) from I-240 to the NC/TN State Line.                            |
| January 17, 1995  | Agreement between TDOT and FHWA to add US-23 to the IS under 23 USC 139(b).   |
| February 6, 1995  | Agreement between FHWA and NCDOT to add US-19/23 to the IS.   |
| February 18, 2000 | Meeting between NCDOT and FHWA along the Future 26 Corridor to determine work necessary to bring existing I-240 and existing US-19/23 up to Interstate standards. |

## NCDOT - North Carolina Department of Transportation

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Home » Projects » High Profile Projects & Studies » I-26 Connector, Asheville, NC

### I-26 Connector, Asheville, NC

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Status    LONG-RANGE STUDIES    **IN DEVELOPMENT**    UNDER CONSTRUCTION    COMPLETE



#### Description

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The North Carolina Department of Transportation proposes the construction of a new interstate highway (TIP Project No. I-2513) to connect I-26 from the I-26/I-40/I-240 interchange southwest of Asheville to US 19-23-70 north of Asheville. This new interstate will connect I-26 with I-81 south of Kingsport, Tennessee. The I-26 Connector is currently in the project development and environmental analysis phase.

The proposed I-26 Connector in Asheville includes:

- Upgrading 2.5 miles of existing I-240 from the I-26/I-240 interchange with I-40 to the I-240 interchange with Patton Avenue, west of the French Broad River.
- Improvements to the I-26/I-240 interchange with I-40 and Brevard Road (N.C. 191), Amboy Road (S.R. 3556), Haywood Road (S.R. 3548/U.S. 19/23 Business) and Patton Avenue (U.S. 19-23) interchanges.
- Construction of the interstate on new location from the Patton Avenue interchange north for 1.2 miles across the French Broad River, tying into US 19/23/70 south of Broadway Street (S.R. 1781). The project length from the I-40 interchange to Broadway Street is 5.1 miles.

#### News and Updates

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In 2010 a new priority rating system was implemented by NCDOT. The new ranking of the I-26 Connector Project was much lower than its previous ranking and work was halted. In the fall of 2011, Governor Perdue announced a plan to accelerate Urban Loop projects around the state, including the I-26 project, using different funding options. At this time (Spring of 2012), the necessary funding is not available.

#### Post Public Hearing Meeting Minutes

The NCDOT has released the May 4, 2009 Meeting Minutes to Post Hearing Meeting. You can view it [here](#).



### **I-26 Newsletters**

The NCDOT has mailed newsletter No. 9 to everyone on the project mailing list.

-  [Newsletter #9](#) (April 2009)
-  [Newsletter #5](#) (December 2007)
-  [Newsletter #4](#) (September 2006)
-  [Newsletter #3](#) (January 2004)
-  [Newsletter #2](#) (November 2000)
-  [Newsletter #1](#) (March 1998)

### **Draft Environmental Impact Statement**

The NCDOT has released the March 2008 Draft Environmental Impact Statement.

-  [Draft Environmental Impact Statement](#) (55.9 MB)
-  [Appendices List](#) (43.9 MB)

### **Alternatives Eliminated**

Alternative 2 for section B of the project has been officially removed from alternatives being considered due to operational problems that appeared when the updated traffic forecast was prepared. On December 15, 2009, the project merger team unanimously agreed to remove Alternative 2 from section B.

### **Alternative Added**

Alternative 4B, a version of Alternative 4 that was requested for inclusion by the Asheville Design Center and the City of Asheville, was officially added at the same December 15, 2009 merger meeting that eliminated Alternate 2.

### **Public Involvement**

The NCDOT has held numerous meetings with community leaders, local interest groups, business groups and the affected business owners and neighborhood groups about this project since 1989. For more information please see the [Full Public Involvement Document](#).

### **Project Overview and Purpose**

- **To provide** a freeway-to-freeway connection between I-26 south of Asheville and US 19-23 north of Asheville. The existing connection between US 19-23 from the north and I-240 follows sharply-curved, single-lane ramps that do not meet the design requirements for an interstate freeway. While also providing a link in the transportation system connecting a direct, multi-lane, freeway facility meeting interstate standards from the Port of Charleston, South Carolina to I-81 near Kingsport, Tennessee.
- **To improve** the capacity deficiencies of existing I-240 west of Asheville to accommodate the

existing and forecasted (2030 design year) traffic in this growing area. And to improve the safety of I-240 on the west side of Asheville.

- **To reduce** traffic delays and congestion along the I-240 crossing of the French Broad River which currently operates at capacity.
- **To increase** the remaining useful service of the existing Smoky Park Bridges by substantially reducing the volume of traffic on this vital crossing of the French Broad River.

### Why is this action needed?

- **A better transportation facility is needed to connect US 19-23 north of Asheville with I-26 south of Asheville.** The construction of NCDOT TIP Project A-10 (US 19-23 improvements from Asheville to the Tennessee State Line) allows motorists to travel on a fully controlled-access, median-divided freeway from I-81 near Kingsport, Tennessee to I-240 in Asheville (see Figure 2). I-26 currently connects the port of Charleston, South Carolina with the mountains of North Carolina terminating at the I-26/I-40/I-240 interchange southwest of Asheville. I-240 west of Asheville, connects I-26 with US 19-23. This freeway, constructed in the 1960's, does not meet current interstate design standards. The existing interchange connecting US 19-23 from the north with I-240 contains sharply-curved, single-lane ramps. Freeway traffic using this interchange will be restricted to one lane in each direction which would cause traffic to queue onto I-240 at its most congested location in Asheville.
- **Increasing traffic volumes have substantially reduced the level of service along I-240 on the west side of Asheville.** Several sections of I-240 currently operate at capacity, resulting in traffic delays and queuing on I-240. Traffic congestion and resulting delays will continue to worsen in the future as the population increases.
- **I-240 needs safety improvements.** Existing I-240 west of Asheville does not meet current interstate safety standards. I-240, west of Asheville, currently has a higher accident rate than the average rate for similar North Carolina facilities, demonstrating the need for safety improvements along this section of the facility.

### Project Highlights

The North Carolina Department of Transportation (NCDOT), proposes to construct an interstate highway to connect I-26 from the I-26/I-40/I-240 interchange southwest of Asheville, to US 19-23-70 north of Asheville. The connector will become part of a new interstate highway connecting to Sams Gap at the Tennessee state line. This new interstate will connect I-26 with I-81 south of Kingsport, Tennessee. The I-26 Connector is listed in the NCDOT's Transportation Improvement Program (TIP) as Project No. I-2513 and is currently in the project development and environmental analysis phase.

The proposed I-26 Connector in Asheville includes upgrading approximately 2.5 miles of existing I-240 from the I-26/I-240 interchange with I-40, to the I-240 interchange with Patton Avenue, west of the French Broad River. Improvements to the I-26/I-240 interchange with I-40 and Brevard Road (NC 191), Amboy Road (SR 3556), Haywood Road (SR 3548 & US 19-23

Business) and Patton Avenue (US 19-23) interchanges are included. From the Patton Avenue interchange, the freeway proceeds northward on new location for approximately 1.2 miles across the French Broad River to tie into US 19-23-70 south of Broadway Street (SR 1781). The project length from the I-40 interchange to Broadway Street (SR 1781) is approximately 5.1 miles.

### What type of road is proposed?

The proposed I-26 Connector will be a median-divided, fully controlled-access freeway. To reduce the required right-of-way, a barrier median dividing the directions of travel is proposed. Controlled-access means there will be no driveways or at-grade intersections (stop signs and traffic lights) along the route.

### Environmental Study Process

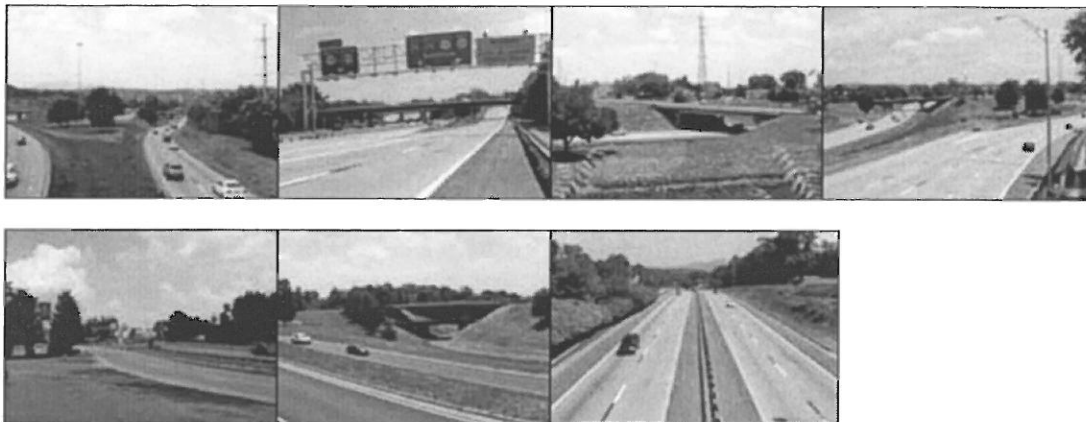
The proposed I-26 Connector will involve state and federal funds. Any agency that proposes a project involving federal funds must comply with the National Environmental Policy Act (NEPA). For more information please see the [Environmental Study Process Document](#)

### Project History

In late 1995, NCDOT contracted with a private consulting firm to develop conceptual engineering plans and begin environmental studies for the proposed I-26 Connector. For more information please see the [Full Project History Document](#)

In 2010 a new priority rating system was implemented by NCDOT. The new ranking of the I-26 Connector Project was much lower than its previous ranking and work was halted. In the fall of 2011, Governor Perdue announced a plan to accelerate Urban Loop projects around the state, including the I-26 project, using different funding options. At this time (Spring of 2012), the necessary funding is not available.

### Project Photos



### Contact Information

**Vince Rhea, P.E.**

Project Manager


- **Email:** [Contact Us](#)


- **Phone:** (919) 707-6039
- **Address:** 1548 Mail Service Center,  
Raleigh, NC 27699-1548

### Resources for Local Property Owners

In many cases, it is inevitable that a certain amount of private property must be acquired. The displacement of homes and businesses is minimized to the extent practicable. The following brochures will answer questions about this process.

 [Relocation Assistance Brochure](#)

 [Asistencia para Reubicación](#)

 [Right-of-Way Acquisition FAQs](#)

 [Preguntas Comunes - Adquisición de Bienes Raíces](#)

[Return to Top](#)

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#### Was this page helpful?

**Question?** Need a response?

## Roach, Renee B

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**From:** Marley, Bill <Bill.Marley@fhwa.dot.gov>  
**Sent:** Monday, June 14, 2004 1:15 PM  
**To:** <hcox@dot.state.nc.us>  
**Subject:** FW: Rolling Back Coding of Non-I-181 parts of I-26 to Non-Interstate until 2004 HPMS

Hardee,

This email basically says to make sure that the newly opened part of I-26 north of Asheville should be included in next year's HPMS database, but not the 2003 database. Thanks,

Bill

-----Original Message-----

**From:** Svercl, Paul  
**Sent:** Wednesday, June 09, 2004 12:43 PM  
**To:** 'Agatha McCollum'  
**Cc:** Harold Dilmore; Joe Armstrong; Rusty Staggs; Steve Allen; Martin, DavidD; Marley, Bill; Roff, Thomas  
**Subject:** Rolling Back Coding of Non-I-181 parts of I-26 to Non-Interstate until 2004 HPMS

Gatha

Thanks for your earlier message about the urbanized area boundaries.

Now for a change in subjects, we did receive your HPMS submittal for 2003 and it ran successfully thru our special software. But I have some bad news and I did double check before I wrote this message.

Our FHWA Administrator gave her ok to I-26 on April 4, 2003, however, she included an extra condition: "However, this action will not become effective for either State (TN or NC) until confirmation by the North Carolina FHWA Division Administrator to the Headquarters offices that the North Carolina segment is open to traffic, and, except for minor non-safety work, completed to Interstate standards."

On March 12, 2004, the NC DA confirmed that the NC part had been opened and completed to Interstate standards. In accordance with the Administrator's conditional approval, etc., the Interstate additions and numbering became effective March 12, 2004.

Therefore, the 31 miles of I-26 in TN and whatever miles in NC shall be reported with the 2004 HPMS databases, but not in the 2003.

Please make arrangements to return the effected sections to whatever appropriate non-Interstate functional system they belong and supply FHWA with the appropriate data corrections to correct the 2003 HPMS database you previously sent. You may wish to talk to Tom Roff about reporting details, etc., 202-366-5035.

I did not say anything about the I-181 parts of I-26 since they remain as Interstate System (for apportionment purposes with the 2003 data).

Paul Svercl  
Highway Engineer

L.C. Smith

AMERICAN ASSOCIATION OF STATE HIGHWAY  
AND TRANSPORTATION OFFICIALS

LENO MENGHINI, President  
Superintendent and Chief Engineer  
Wyoming Highway Department



FRANCIS B. FRANCOIS  
Executive Director

June 14, 1988



J. M. Greenhill, P.E.  
Manager of Planning & Research  
North Carolina Department of Transportation  
P.O. Box 25201  
Raleigh, NC 27611

Dear Mr. Greenhill:

This is to inform you of actions taken by the AASHTO Special Committee on Route Numbering and subsequently approved by the Executive Committee. Your application for the establishment of an Interstate Route around Charlotte was approved subject to FHWA concurrence and completion of future construction. The number 485 was discussed with Robert Braam of your department and is acceptable to the Committee. Your applications for the relocation of U.S. Route 64 and U.S. Route 64 Business were approved. The application for establishment of U.S. Route 64 Alternate was withdrawn after discussion by the Committee with Mr. Braam. Your applications for the relocation of U.S. Route 264, U.S. Route 264 Alternate and the elimination of U.S. Route 264 Business were also approved. The application for an extension of I-26 was approved subject to FHWA concurrence and contingent upon the removal of the I-181 designation by Tennessee between Johnson City and I-81.

A copy of the applications is enclosed for your records.

Very truly yours,

Francis B. Francois  
Executive Director

FBF:WDL:djt  
Enclosure

# AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS



AN APPLICATION  
FROM THE STATE HIGHWAY OR TRANSPORTATION  
DEPARTMENT OF

NORTH CAROLINA

FOR

- the Elimination of a U.S. (I) Route .....
- the Establishment of a U.S. (I) Route .....
- \*  the Establishment of a U.S. Bike Route .....
- the Relocation of U.S. (I) Route .....
- \*  the Establishment of a U.S. Bike Route .....
- the Extension of (I) Route .. I-26
- the Establishment of an Alternate U.S. Route .....
- the Establishment of a Temporary U.S. Route .....
- \*\*  the Recognition of a Business Route on U.S. (I) Route .....
- \*\*  the Recognition of a By-pass Route on U.S. Route .....

BETWEEN

Asheville, N.C. and N.C.-Tennessee State Line

The Following  
State or States are  
Involved:

North Carolina

Tennessee

Date Received	4/25/88
Date application acknowledged	4/25/88
Date to Route Number Committee	6/7/88
Date considered by Executive Committee	6/8/88
Action of Executive Committee	Approved subject to FHWA
Concurrence & contingent upon the removal of	the I-181 designation by Tennessee between Johnson City
Member Department Notified	6/14/88 and I-81.

*(This block to be completed by AASHTO General Office.)*

Date Submitted:

April 11, 19 88

\*Attach map to page 3. Obtain signatures, page 6. Other sections not applicable.

\*\*A local vicinity map needed on Page 3. On Page 5 a short statement to the effect that there are no deficiencies on proposed routing, if true, will suffice. If there are deficiencies, they should be so indicated in accordance with Page 4 instructions.

SUBMIT SIX COPIES

The purpose of the U. S. Numbering and Marking is to facilitate movement along the general direction of desire lines of travel over the shortest and best available roads, and a route should form continuity of available facilities through two or more States that accommodate the most important and heaviest motor traffic flow in the area.

The system was established in 1926 and the U. S. Route System has reached the point of review, revision, consolidation, and perfecting, rather than continuous expansion. Therefore, any proposed alteration in the established system should be extremely meritorious and thoroughly, though concisely, explained in order that the Route Numbering Committee and the Executive Committee of the Association may give prompt and proper consideration to each and every request made by a Member Department.

*Explanation and Reasons for the Request: (Keep Concise and Pertinent)*

This request is made in order to provide an interstate route between the urban areas of Asheville, N.C. and Johnson City, Tennessee. This application requests the I-26 route designation along a portion of I-240 in Asheville, along US 19-23-25-70 in Buncombe County, and US 19-23 from Buncombe County into Madison County, N.C., all of which are four lane divided facilities to a point just North of Mars Hill, N.C.

This application also requests the I-26 route designation along a corridor that approximates the location of US 23 from a point just North of Mars Hill, N.C. to the Tennessee state line, and upon which construction of a highway to interstate standards is planned. The N.C. Dept. of Transportation realizes that this request is subject to the approval of the Federal Highway Administration in accordance with 23 U.S.C. 139(a) and 139(b).

This application is submitted in conjunction with an application from the Tennessee Dept. of Transportation.

Date facility available to traffic Immediately

Does the petition propose a new routing over a portion of an existing U.S. Route Yes? If so, where:

Along US 19-23 Bus. in Asheville, along US 19-23-25-70 in Buncombe County, and along US 19-23 and US 23 in Madison County.

Does the petition propose a new routing over a portion of an existing Interstate Route Yes? If so, where:

Along I-240 in Asheville

INSTRUCTIONS FOR PREPARATION OF PAGE NO. 5

Column 1: *Control Points and Mileage.* Top of column is one terminus of road. Indicate control points by identical number as shown on map on page 3. Show mileage between control points in miles and tenths.

Column 2: <i>Pavement Type.</i>	High type, heavy duty Intermediate type Low type, dustless Not paved	<i>Code</i> H I L (Show in red) N (Show in red)
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Column 3: <i>Pavement Condition.</i>	Excellent Good Fair Poor	<i>Code</i> E G F (Show in red) P (Show in red)
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NOTE: In columns 2 and 3, where pavement types and conditions change, the location of the change shall be indicated by a short horizontal line at the proper place opposite the mileage log and the proper code letter (shown above) shall be entered in the respective column between the locations so indicated.

Column 4: *Traffic.* Indicate average daily traffic volumes in this column. Points of changes in these data to be indicated by short horizontal lines opposite the appropriate mileage point on the mileage log. Any existing main line rail crossing that is not separated shall be indicated at the appropriate mileage point by \*X\*—Black if signalized—Red if not protected by signals.

Columns 5 & 6: *Pavement Width and Shoulder Width.* These columns to be completed by comparing standards of highway involved with applicable AASHTO Standards. Entries that fall to the right of the tolerance line (dashed), should be shaded in red. If there are no deficiencies indicate by use of the word "NONE".

Columns 7 & 8: *Major Structures.* Show in these columns those structures that do not meet AASHTO Standards. Show by horizontal line sufficiently long to indicate percentage of deficiency. Portion on right of tolerance line shall be shown in red. Indicate length of structure in feet immediately under the line. Any sub-standard highway underpass structure shall be shown opposite the appropriate mileage point by the designation LP with the vertical clearance in feet following and shown in red. If there are no deficiencies indicate by use of the word "NONE".

Column 9: *Vertical Sight Distance.* Items to be shown in this column as a horizontal line, the length of which will indicate the deficiency as determined in accordance with comparisons with comparable AASHTO Standards. Portion of line past the tolerance line shall be shown in red.

Column 10: *Horizontal Curvature.* Curves in excess of AASHTO applicable Standards to be shown in this column by a short horizontal line with degree of curve shown immediately above the line. To be shown in red.

Column 11: *Percent Grades.* Show by horizontal lines opposite proper mileage point on mileage log. Show percent of grade above the line and length of grade in feet immediately below. To be shown in red.

O MILEAGE	CONTROL POINTS AND MILEAGE	PAVEMENT TYPE	PAVEMENT CONDITION	TRAFFIC ADT	COMPARISON TO APPLICABLE AASHTO DESIGN STANDARDS							SHOW WHEN IN EXCESS OF STANDARD	
					PAVEMENT WIDTH DEFICIENCY	SHOULDER WIDTH DEFICIENCY	MAJOR STRUCTURES		VERTICAL SIGHT DISTANCE DEFICIENCY	HORIZONTAL CURVATURE	PERCENT GRADE		
							ROADWAY WIDTH DEFICIENCY	H-LOADING DEFICIENCY					
					PERCENT 10 20 30 40	PERCENT 20 40 60 80	PERCENT 10 20 30 40	PERCENT 20 40 60 80	PERCENT 20 40 60 80	DEGREE	LENGTH		
0	(A)	(H)	(G)	23,820	NON-APPLICABLE, COINCIDES WITH EXISTING INTERSTATE								
2	(B)	(H)	(G)	34,000	NON-APPLICABLE, COINCIDES WITH EXISTING INTERSTATE								
4	(C)	(H)	(G)	70,600	NON-APPLICABLE, COINCIDES WITH EXISTING INTERSTATE								
4				39,000	[Hatched area]								
6	(D)	(H)	(G)	23,500									
8				16,000	[Hatched area]								
8				23,300									
10	(E)	(H)	(G)	12,700	NO DEFICIENCIES ON THIS SECTION								
12	(F)	(H)	(G)	12,700	NO DEFICIENCIES ON THIS SECTION								
14					[Hatched area]								
16	(G)	(H)	(G)	12,700									

ATTACH ADDITIONAL SHEET HERE IF NECESSARY

MILEAGE	CONTROL POINTS AND MILEAGE	PAVEMENT TYPE	PAVEMENT CONDITION	TRAFFIC ADT	COMPARISON TO APPLICABLE AASHTO DESIGN STANDARDS							SHOW WHEN IN EXCESS OF STANDARD	
					PAVEMENT WIDTH DEFICIENCY	SHOULDER WIDTH DEFICIENCY	MAJOR STRUCTURES		VERTICAL SIGHT DISTANCE DEFICIENCY	HORIZONTAL CURVATURE	PERCENT GRADE		
							ROADWAY WIDTH DEFICIENCY	H-LOADING DEFICIENCY					
					PERCENT 10 20 30 40	PERCENT 20 40 60 80	PERCENT 10 20 30 40	PERCENT 20 40 60 80	PERCENT 20 40 60 80	DEGREE	LENGTH		
18				12,700									
20	(G)	(H)	(G)	10,000									
22													
24				3,550									
26											6	7	8
28	(H)	(H)	(G)								10	8	
30				2,900							10	8	7
32											9	10	
34											11	8	
36											12		8
38											6		
40													8

SECTION TO BE REDESIGNED  
AND CONSTRUCTED  
TO INTERSTATE STANDARDS

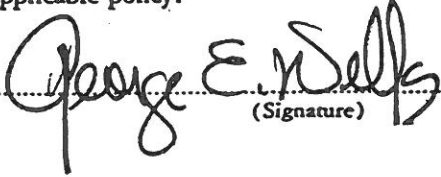
ATTACH ADDITIONAL SHEET HERE IF NECESSARY

The State agrees and pledges its good faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on any road without the authorization, consent, or approval of the Executive Committee of the American Association of State Highway and Transportation Officials, notwithstanding the fact that the changes proposed are entirely within this State.

The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is .....14,150..... as compared to .....24,876..... for the year .....1986..... for all other Interstate routes in the State.

The "Purpose and Policy in the Establishment and Development of United States Numbered Highways, as Revised September 15, 1970" or the "Purpose and Policy in the Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways" as revised August 10, 1973 has been read and is accepted.

In our opinion, this petition complies with the above applicable policy:

  
.....  
(Signature)

Chief Administrative Official, ..... N.C. DEPT. OF TRANSPORTATION .....  
(Member Department)

This petition is authorized by official action of .....  
under date of ..... as follows: (Copy excerpt from Minutes)

SEE ATTACHMENT A

PROPOSED  
INTERSTATE ROUTE CHANGES

DIVISION 13

BUNCOMBE COUNTY

Add the following routing of I26, in and south of Asheville:

I26 - I240 from the southwest intersection of I40 and I240 northeastward to the intersection of US19 Business - US23 Business (Haywood Road).

Add the following routing of I26, in Asheville:

I26 - I240 - US19 Business - US23 Business from the intersection of US19 Business - US 23 Business (Haywood Road) to the intersection of US19 - US23 - US74 (Patton Avenue).

Add the following routing of I26, in Asheville:

I26 - I240 - US19 - US23 - US74 (Patton Avenue) from the intersection of I26 - I240 - US19 Business - US23 Business to the intersection of US19 - US23 - US70.

Add the following routing of I26, in Asheville and Woodfin:

I26 - US19 - US23 - US70 from the intersection of I240 (Patton Avenue) in Asheville to the intersection of US25 in Woodfin.

Add the following routing of I26, in and near Woodfin and near Weaverville:

I26 - US19 - US25 - US23 - US70 from the intersection of US25 in Woodfin to the intersection of US25 - US70 near Weaverville.

Add the following routing of I26, near Weaverville:

I26 - US19 - US23 from the intersection of US25 - US70 near Weaverville to the Madison county line.

PROPOSED  
INTERSTATE ROUTE CHANGES

DIVISION 13

MADISON COUNTY

Add the following routing of I26, near Mars Hill:

I26 - US19 - US23 from the Buncombe county line to the intersection of US19 north of Mars Hill.

Add the following routing of I26, near Mars Hill:

I26 - US23 from the intersection of US19 north of Mars Hill to the end of the four lane section 0.09 mile north of SR1608.

Add the following routing of Temporary I26, near Mars Hill:

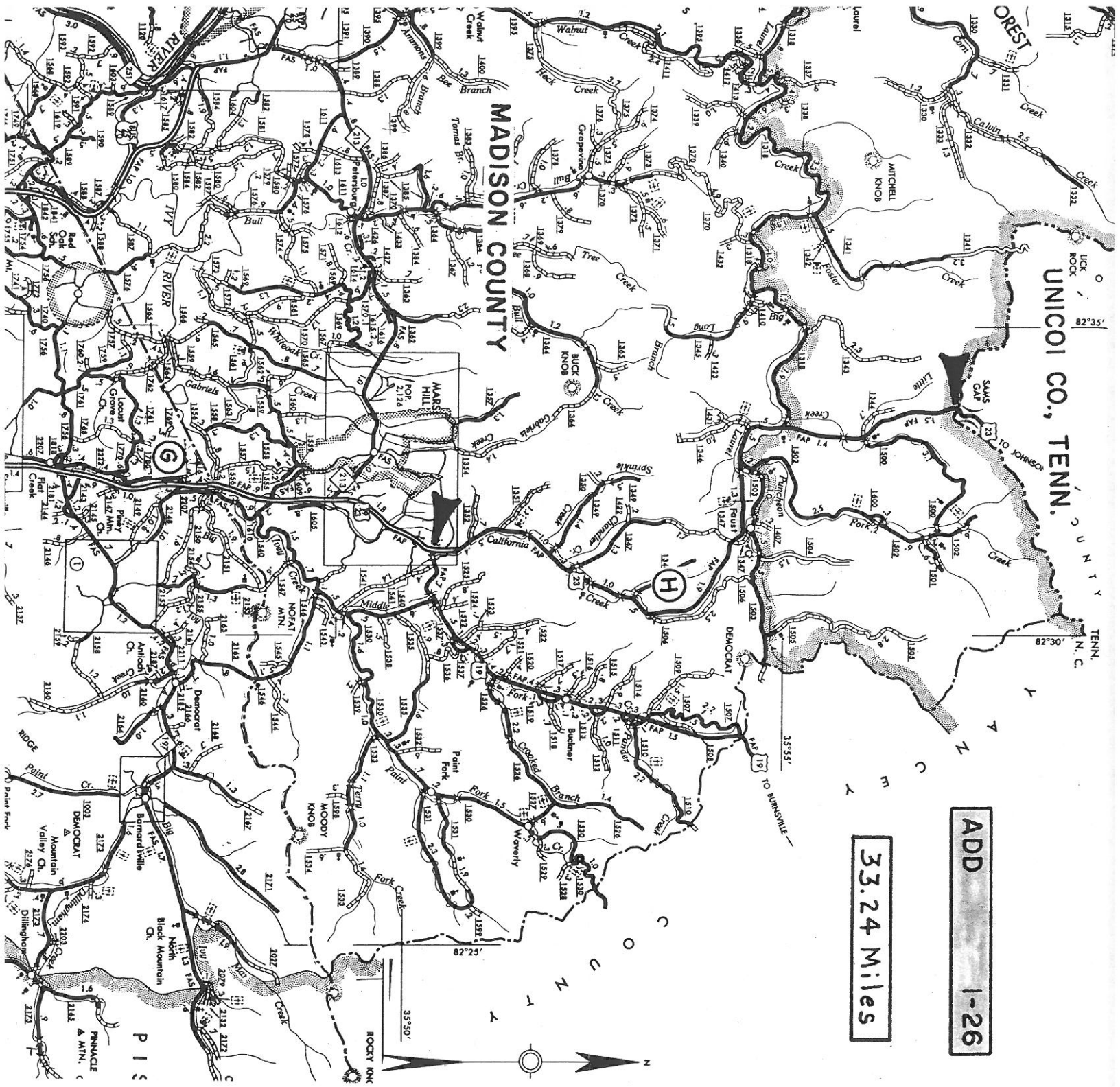
Temporary I26 - US23 from the end of the four lane section 0.09 mile north of SR1608 to the Tennessee state line.  
(Subject to completion of construction within 12 years)

	Point to Point Mileage	Accumulated Mileage in State	Remarks
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## INTERSTATE HIGHWAY NUMBER I-26

## NORTH CAROLINA

State Line	0	0	Route begins, joins US 23
Mars Hill	11	11	Joins US 19
Weaverville	9	20	Jct. US 19 Bus., US 23 Bus.
Weaverville	1	21	Joins US 25, Joins US 70
Woodfin	4	25	Jct. US 19 Bus., US 23 Bus. Leaves US 25
Asheville	5	30	Joins I-240, leaves US 70
Asheville	1	31	Leaves US 19, US 23, Joins US 19 Bus., US 23 Bus.
Asheville	1	32	Leaves US 19 Bus., US 23 Bus.
Asheville	2	34	Crosses I-40, leaves I-240
Jct. N. Hendersonville	13	47	Crosses US 25
Hendersonville	6	53	Crosses US 64
Jct.S. Hendersonville	5	58	Crosses US 25 Connector
State Line	17	75	



MADISON COUNTY

UNICOI CO., TENN.

TENN. N. C.

ADD 1-26

33.24 Miles

