I-26 CONNECTOR AESTHETICS COMMITTEE

PHASE I REPORT (Vertical Elements)

THE CITY OF ASHEVILLE
NORTH CAROLINA

City Council Presentation
June 9, 2020

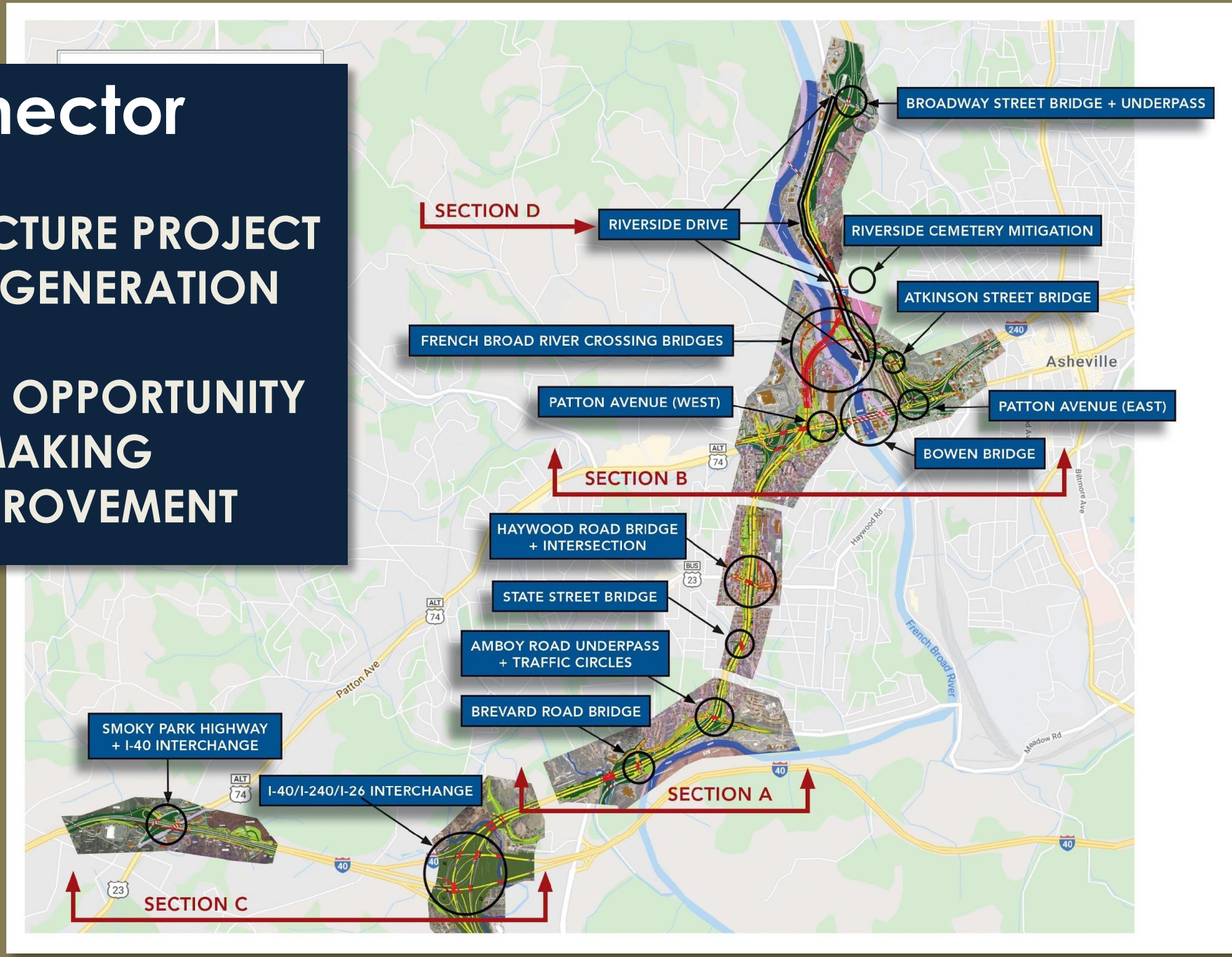


I-26 Connector

LARGEST INFRASTRUCTURE PROJECT IN ASHEVILLE IN A GENERATION

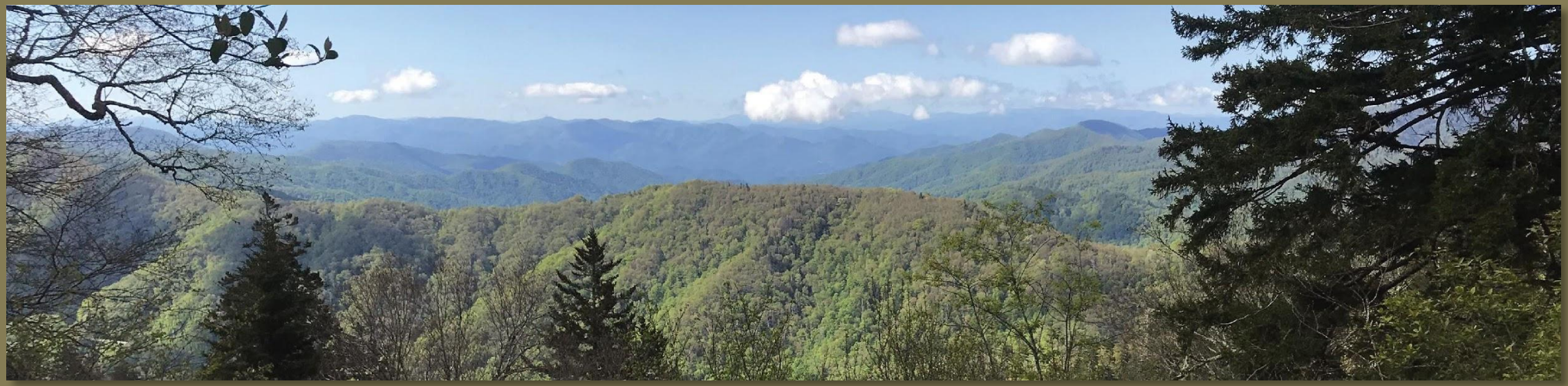
ONCE IN A LIFETIME OPPORTUNITY FOR PLACEMAKING & AESTHETIC IMPROVEMENT

4 Sections in I-26 Connector: A,B,C,D



Thanks to NCDOT/AECOM for:

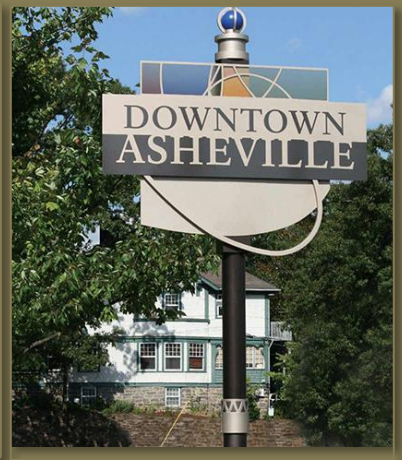
- Two (not three) westbound lanes on Bowen Bridge
- Six (not eight) travel lanes through West Asheville
- Working to reconfigure Patton Avenue/I-240 connections
- Potentially lowering I-240 roadbed by Riverside Cemetery



GENERAL CORRIDOR RECOMMENDATIONS

- Truss sign supports on interstate (NCDOT)
- Stacked stone liner retaining walls, sound walls, and bridge abutments (NCDOT)
- Full, naturalistic landscaping (NCDOT)
- Corten steel guard rails on wood posts (NCDOT)
- ROW fencing on brown wood posts
- Minimize use of high-mast lighting on interstate
- TDA-style wayfinding signage
- Art medallions on bridges







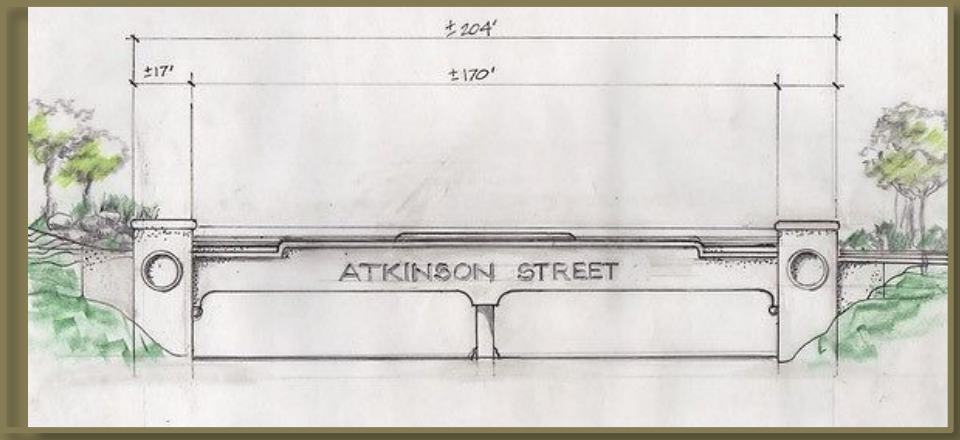




BRIDGES + ABUTMENTS

- Enhance standard bridge design.
- Adopt iconic bridge styles at entry points into the City.
- Utilize stacked stone liner for abutments.
- Shape adjacent grades to facilitate future landscaping and signage.







CAPT. JEFF BOWEN BRIDGE

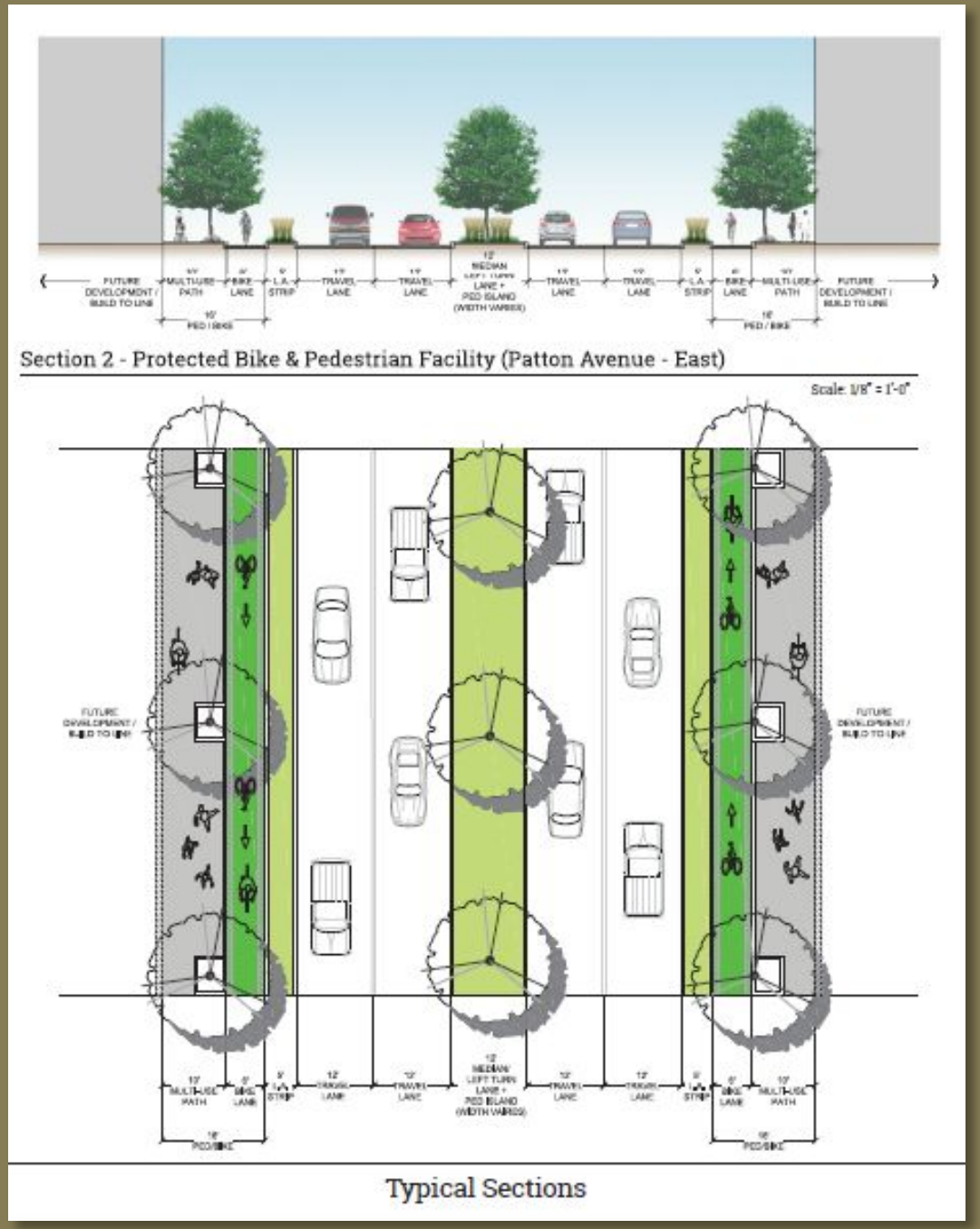
- Westbound bridge is historic
- Design complements style of bridge as it was built
- Two eastbound, two westbound vehicle lanes
- Conversion of outer lane of each span to multi-use path
- Reconstruction of bridge facia with decorative railing
- Movable decorative planters
- New lighting
- 6 bridge end pilasters with decorative lights





PATTON AVENUE
(EAST OF BOWEN BRIDGE)

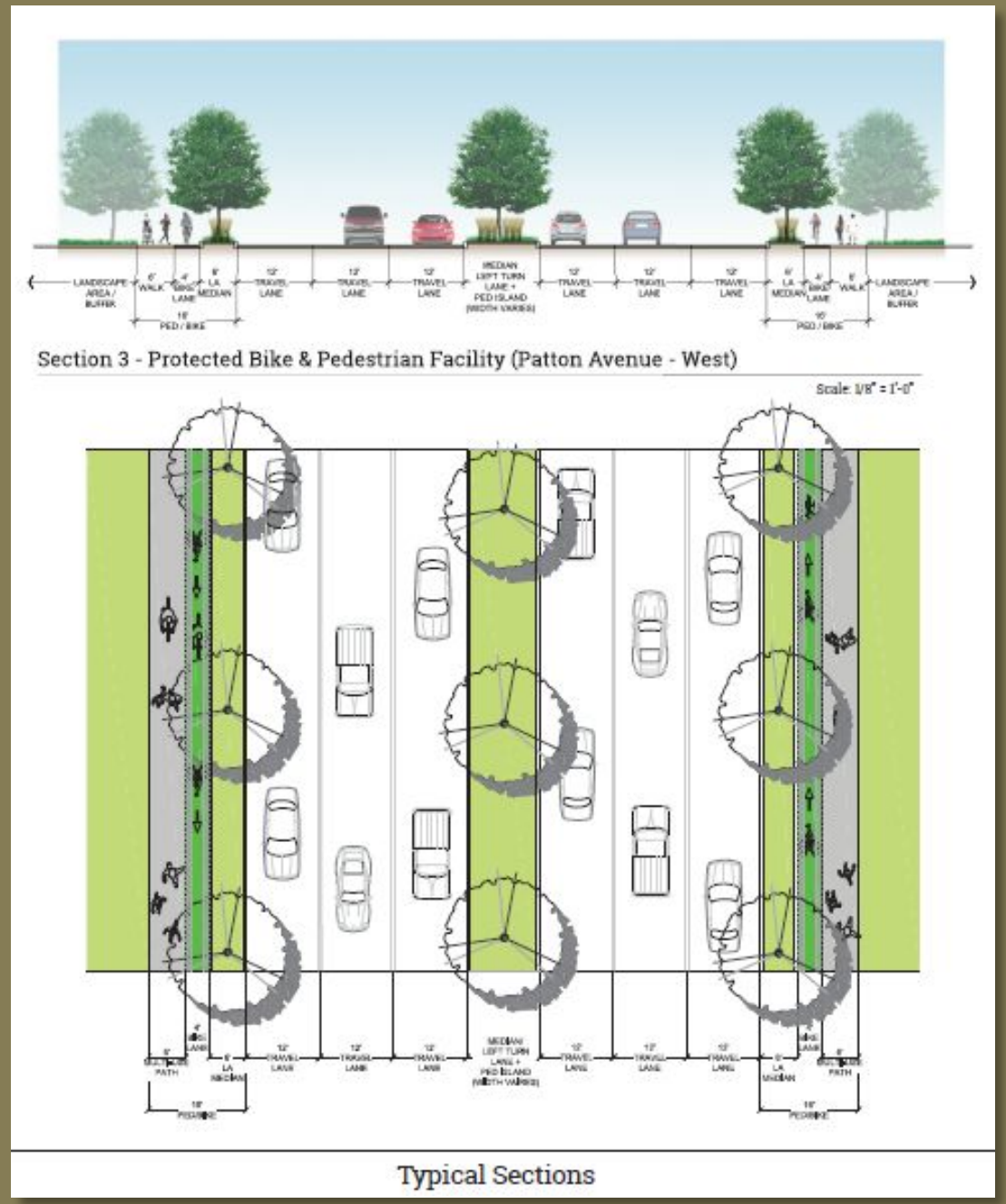
- Return roadway to local traffic
- Re-imagine as an attractive boulevard into the City
- Sidewalks and urban landscaping
- Decorative pedestrian lighting and TDA style signage
- Better connectivity between Hill Street Hillcrest and Patton Avenue
- Artistically designed bus shelters
- All utilities underground
- Opportunity for productive reuse of remnant right-of-way



Courtesy Schwartz

PATTON AVENUE
(WEST OF BOWEN BRIDGE)

- Six lane with divided median
- Landscaped medians where wide enough
- Stamped concrete medians to match existing on Patton Avenue
- Sidewalk on north side; MUP on south side
- Street trees
- Pedestrian activated crossing signals
- Artistically designed bus shelters
- Lighting and TDA signs on new greenway entrance



Courtesy Schwartz

HAYWOOD ROAD BRIDGE

- Decorative bridge railing
- Bridge pillars with historic markers
- Wider sidewalks w/ stamped & stained concrete (or pavers) and art medallions
- Period street lighting
- Signal controlled pedestrian crossings (LPI sequencing)
- Enhanced landscaping
- TDA style signage







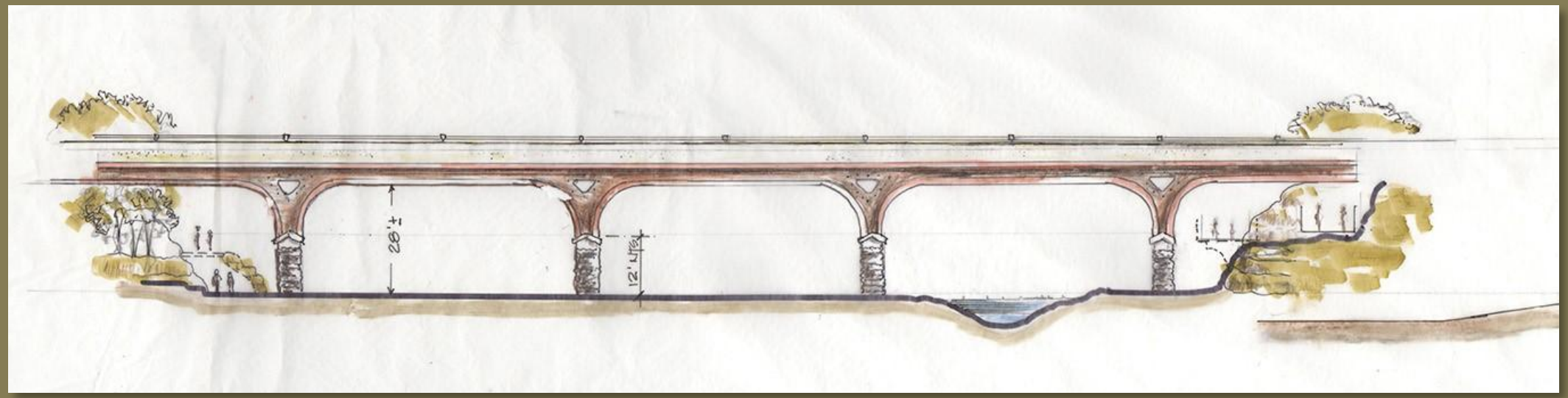
HAYWOOD ROAD INTERCHANGE + BRIDGE



- Gateway entrance into City
- Stacked stone bridge abutments with medallions
- Decorative railing
- Smooth bridge facia with brown girders and supports
- Raised planted medians and terraced planted retaining walls
- Prominent neighborhood sign marker on interstate
- TDA style signage on ramps



BROADWAY STREET UNDERPASS

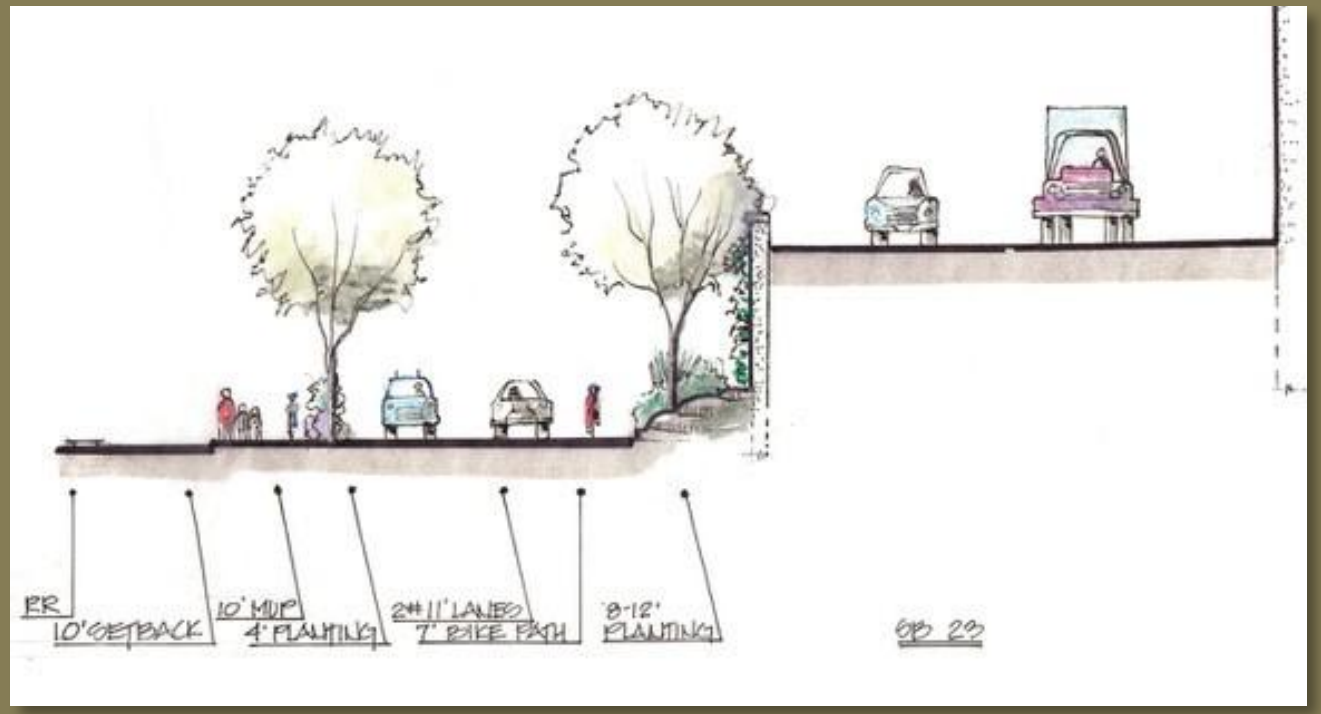


- Gateway to North RAD, UNCA
  - Safety for pedestrians and cyclists
  - Extension of Reed Creek MUP
  - Bridge reflects industrial and railroad influences
- Sand-finished bridge components in natural warm color
- Support structure - dark brown finish
- Pedestrian scale lighting under bridge

RIVERSIDE DRIVE

- Limit cross-section to 42-45 feet - keep within current roadbed
- Stacked stone retaining wall with plantings
- MUP and sidewalk
- Bike lanes
- Match RAD pedestrian lighting





RIVERSIDE CEMETERY MITIGATION

- Lower proposed roadbed as much as possible
- Noise mitigation a priority
  - Sound-mitigating pavement for I-26 construction
- Natural granite stone wall
- Terraces and berms with dense, layered vegetation in front of wall
- Black, wrought iron-like fencing along west property line
- Coordination with Section 106 consulting parties on mitigation strategies





FRENCH BROAD RIVER CROSSINGS

- Minimize number, height and width of crossings
- Tighten the radii on the crossings and their approaches
- Simple monolithic concrete parabolic arch with the longest possible spans, minimizing river crossing impact



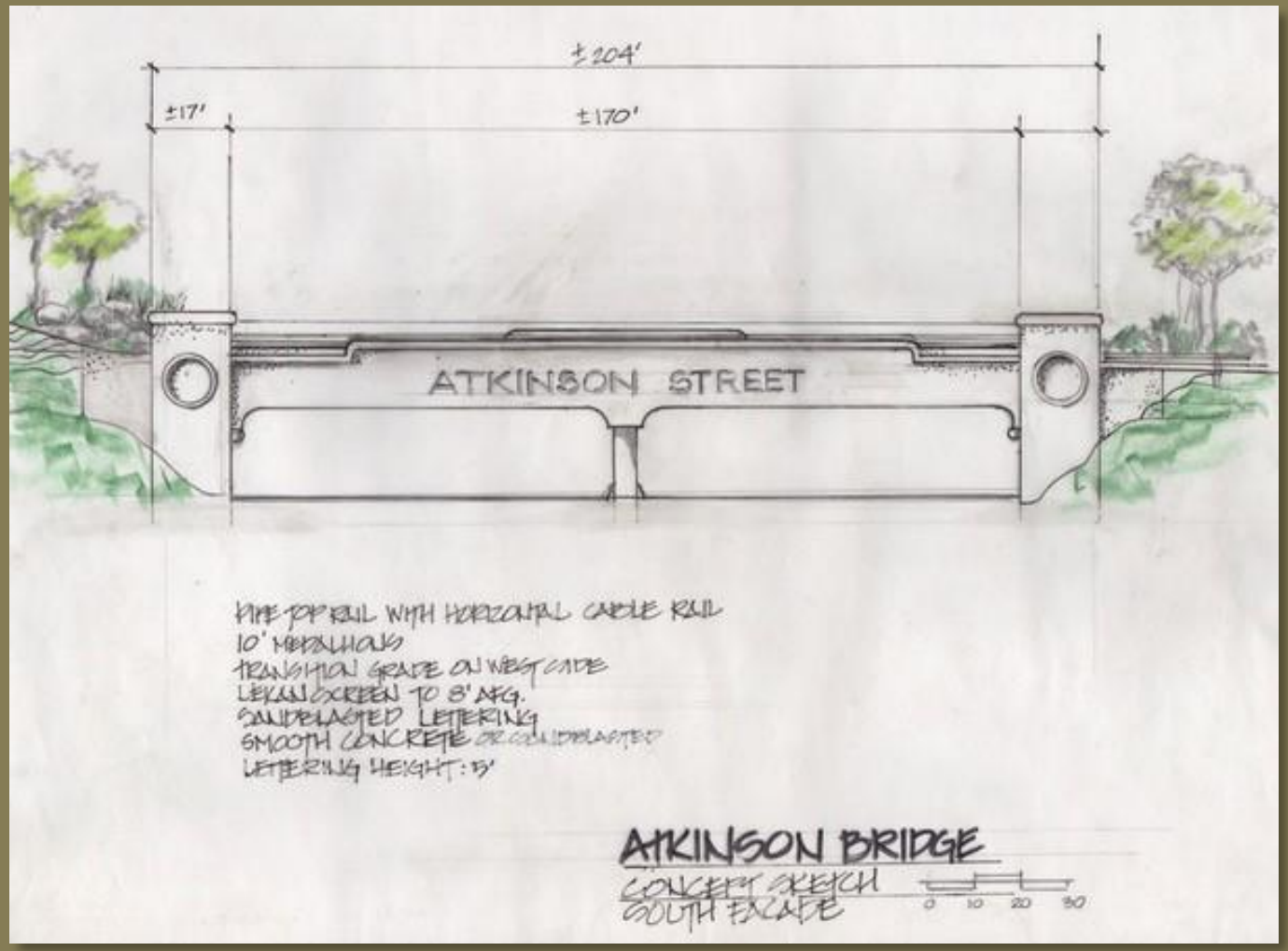
NCDOT Proposed (2018 maps)



Example: Natchez Trace Parkway Bridge

ATKINSON STREET BRIDGE

- Multimodal bridge
- Smooth concrete bridge with deep reveals
- Arched girder, color to match concrete
- Square-edged offset caps and deep reveals with a radiused-stepped top, poured to incorporate the safety rail.



STATE STREET BRIDGE UNDERPASS

- Smooth concrete with stacked stone liner inset
- Landscaped grades around tunnel



AMBOY ROAD INTERCHANGE + TUNNEL

- Entrance into River Arts District
- Blue Ridge Parkway style tunnel
- Traffic roundabouts on Amboy Rd.
- Multi-use path on south side
- RAD style lighting
- Landscaped medians and traffic circle
- Cobblestone truck aprons and splitter islands



Amboy Road Bridge and Roundabouts

BREVARD ROAD BRIDGE

- Western entrance into Asheville and West Asheville area
- Stacked-stone retaining wall abutments
- Smooth concrete bridge
- Mitchell Top Hat decorative lights with with ribs, bands and medallions





GREENWAYS

- Clearly marked entrance and exit points
- Street lighting at the entrance and exit points
- Clearly marked pedestrian and bicycle traffic lanes on MUP
- Barrier-free access and use from connections
- Landscaped entrances and exits

Greenways as part of Connector project:

West Asheville Greenway
Patton Avenue Greenway

Other greenways affected by project:

Montford Greenway, Reed Creek & Glenn's Creek Greenway Northern Connector, Reed Creek Greenway Southern Connector, Smith Mill Creek Greenway (not yet constructed)



FUNDING OPTIONS



1
NO COST TO CITY



2
CRITICAL TREATMENT FUNDING
$6.2M



3
COMPLETE FUNDING
$9.8M

COSTS SUMMARY

Better Bucket	
Bowen Bridge	$3.6M ($681K deferrable)
Haywood Rd. Bridge/Interchange	$546K ($87K deferrable)
Patton Avenue (East)	$380K (155K deferrable)
Other	$1.7M ($1.6M deferrable)
Total Better Bucket	**$6.2M**
Best Bucket (added cost)	
Bowen Bridge	$2.3M (2.1M deferrable)
Haywood Rd. Bridge/Interchange	$192K
Patton Avenue (West)	$79K
Amboy Road Area	$378K
Riverside Drive	$654K
Total Best Bucket (added cost)	**$3.6M**
Total Better + Best	**$9.8M (some costs still TBD)**

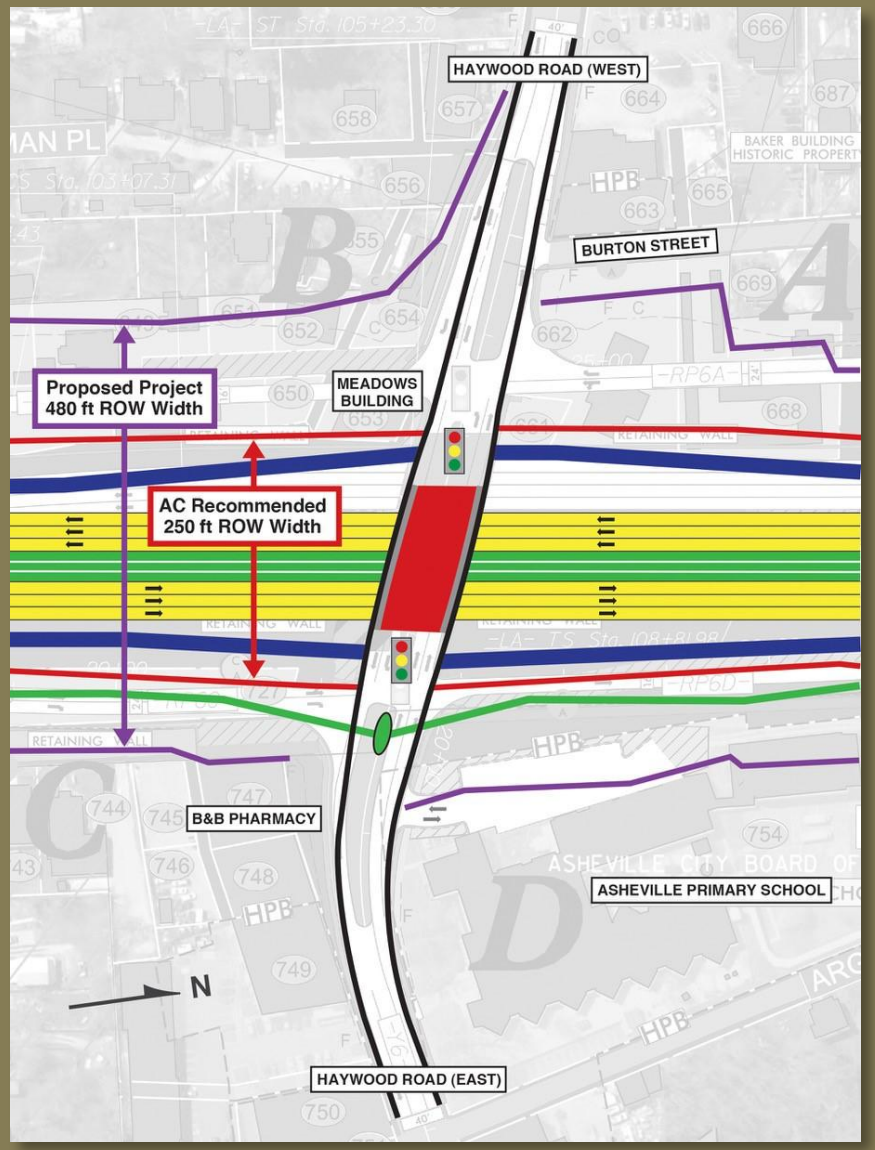
TIMING OPTIONS

- Include in municipal agreement now - requires a commitment to fund, but not an immediate payment requirement
- Include as add-alternate to get pricing with proposal - pricing is typically higher; valid only 60 days
- Construction as a contract amendment – not always feasible and dependent on timing
- Defer funding and install later with an encroachment agreement



AC WILL CONTINUE TO WORK WITH NCDOT

- Refine options
- Develop Aesthetics Package for RFP
  - Description of funded recommendations to be included in RFP
- Consult on changes proposed by design-build contractor
- Continue to develop Phase II landscaping recommendations



ACTION REQUESTED

- Feedback on Aesthetic Recommendations
- Approve of Final Committee Report
- Select Recommendations to Fund
- Determine Plan of Funding—Seek Funding Partners
- Negotiate Municipal Agreement with NCDOT
- Approve Municipal Agreement containing Aesthetics Package

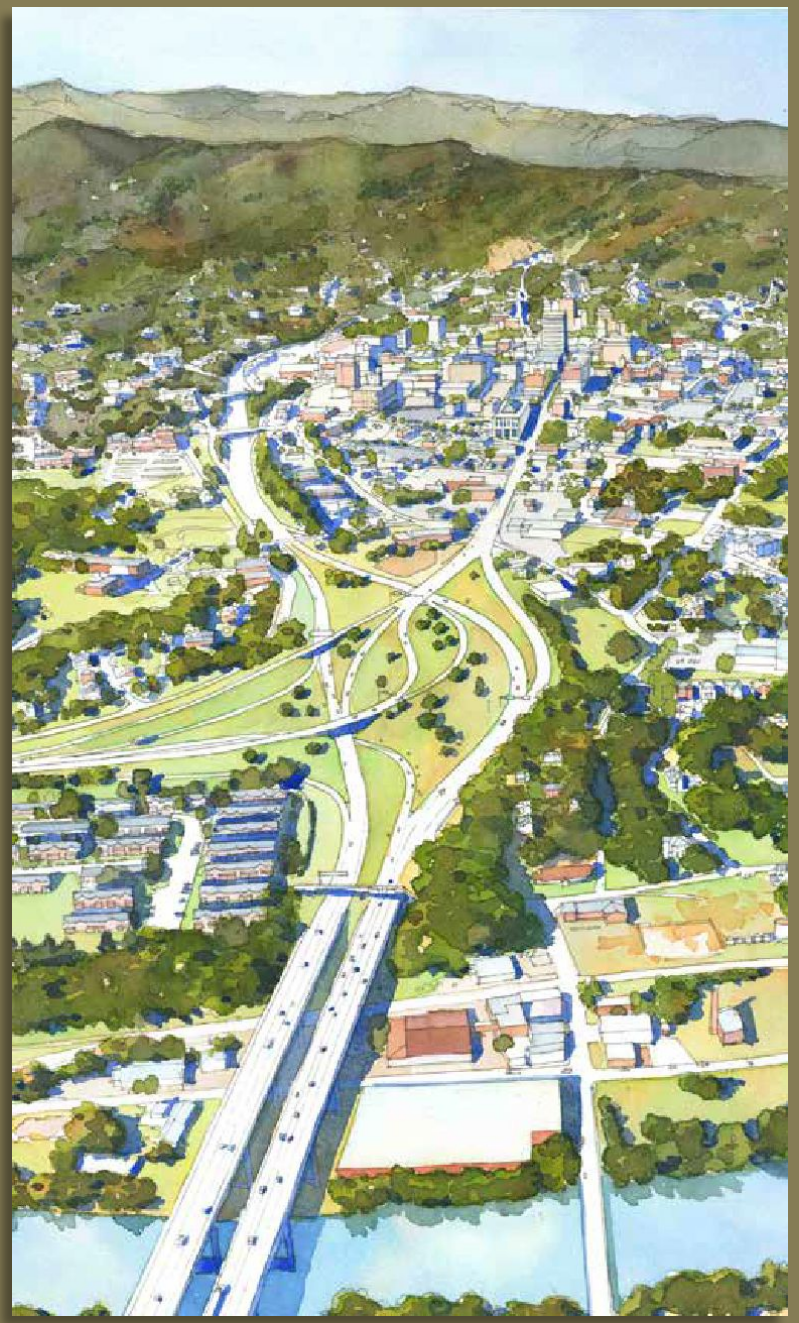


THANK YOU!

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Courtesy Asheville Design Center