

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
FIELD SCOPING MEETING WORKSHEET
Design Build Process

TIP No.: WBS No.: **17BP.11.R.142** Field Scoping Meeting Date: **5/18/2017**
Division: **11** Location: **On-site**
Route (US/NC/SR): **NC 194** County: **Ashe**
Project Description: **Bridge No. 040023 over Old Field Branch on NC194**
Tier: **REGIONAL** Funding: **State**
Municipality: **Town of Lansing**

Attendees

[illegible]

Existing Features

Feature Bridged: **Bridge No. 040023 over Old Field Branch on NC 194**

Ex. Bridge Clear Deck Width: **22.5(Ft.)**

Roadway width: **20 (Ft.)**

(Bridge / Culvert) Length: **33 (Ft.)**

Deck Width (Out To Out): **23 (Ft.)**

Water Depth: **1 (Ft.)**

Height Bed-To-Crown: **11 (Ft.)**

Year Built: **1963**

Posted: SV **23**

TTST: **30**

Superstructure: **Steel Plank
Floor on I-Beams**

Abutment: **Reinforced Concrete**

Pier Type: **N/A**

Temp. Shored: **No**

Historic High Water (Elev. To The Existing Structure): **(Ft)**

PRI:

DP:

SR: 28.66

School Bus crossings per day: **Div. 11**

Posted Speed Limit Vicinity: **20 (mph)**

Detour **Off-Site** ☐ **Stage Construction** ☒ **& maintain traffic on-site or replace in place with an on-site detour to the west** **New Alignment** ☐ **On-site** ☒

If Off-Site, Description Of Detour Route: **N/A**

Approximate Length Of Detour? **10 miles**

Improvements Needed To Road(s) On Detour? **N/A**

Div. Traffic Eng. Recommend Off-site detour signing? **N/A**

Improvements Needed To Bridges On Detour? **N/A**

Are future plans for upgrading this roadway either at or in the vicinity of this project? **No**

Are Bridges On Detour Currently Programmed? **No**

Are There EMS Or Business Access Issues? **Low impact**

Are There Any Railroad Crossings On Detour? **No**

Should Work Zone Pedestrian Access Be Maintained During Construction? **No**

Overhead Utility Lines In Conflict - yes

Power Transmission Lines ~~In Conflict~~

Telephone In Conflict - yes

Cable Lines ~~In Conflict~~

Fiber Optic In Conflict - yes

Water In Conflict - yes

Sewer In Conflict – gravity sewer line

Natural Gas ~~In Conflict~~

Other ~~In Conflict~~

Is There Any Future Utility Construction Anticipated In The Project Area: **No**

Is A FEMA Buy-Out Property Being Impacted:

No

Environmental-

Wetlands At Site: **No**

Comments: **Remove swift birds under bridge**

Endangered Species In County:

T&E species effect: **none**

Trout: **Watershed-Yes**

TVA County: **No**

CAMA County: **No**

Primary Nursery Area: **No**

Moratoria: **Yes,**

Which species: **Brown/Brook Trout**

Duration: **Oct. 15-Apr. 15**

Permits discussion:

Water Quality Classification: **C; Tr, High quality Water**

303d: **No**

Coast Guard Permit? **No**

Drainage Basin: **New River Basin**

Riparian Buffer Rules: **No**

Is The Project Site In Or Near Any Of The Following:

National Forest: **No**

Wildlife Refuge: **No**

State, County, Or Local Park: **Yes**

Wild And Scenic River: **No**

Airport: **No**

Recreation or Power Generation: **No**

Water Supply Reservoir: **No**

Nutrient Sensitive Waters: **No**

Public Use Boat Ramp: **No**

Cemeteries: **No**

VAD/Farmland Protection: **No**

Game Lands: **No**

Known Or Potential Historic Properties In The Area:

Architecture: No Adverse effect with coordination on weathered steel rail and stamped concrete wing walls & headwall, with town

Archaeology: NHP - per Damon Jones(9/5/17)

Is The Bridge Structure Itself, Or Any Part Thereof, Considered Historic: **No**

Impacts to a Church, Community Center, Or Other Public Facility? **Yes-Creeper Trail Park**

Is this a Statewide Bicycle Route or a Local Non-Marked Bicycle Route: **Yes, provide 4' paved shoulders including gutter pan and 6' sidewalk with curb and gutter over culvert. Provide pedestrian weathered steel rail as concurred by the town of Lansing.**

Comments:

- **Coordinated with town, maintaining pedestrian access during construction is not necessary due to tight conditions.**
- **knotweed disposal requirements in Environmental SOW**

Geotechnical

Are There Any Historical and/or Vibration Sensitive Structures Near By? **Yes, DBT shall perform pre-and post-construction condition inventories and construction vibration monitoring of utilities & buildings**

Comments:

Are There Any Known Landfills and/or Geo-environmental Hazard Sites at/or Within Close Proximity To The Project Site? -----

Comments:

Are Any Impacts Anticipated To Natural Springs Or Artesian Wells? -----

Comments:

Possible Foundation Type:

End Bents:

Interior Bents:

Hydraulics

FEMA Approval? **Yes, limited** (MOA)

Is There Unusual Scour Potential? **No**

Is Protection Needed? **STD**

Are Banks Stable?

Is Protection Needed? **STD**

Appreciable Amount Of Large Debris? **No**

Placement Of Bents In The Water Be Allowed: **No** Where:

Structure Type: **culvert**

If Bridge

If girder; why?

Length Of Structure:

Min. Number Of Spans:

Span Arrangement:

Waive offset:

EB Cap:

Skewed: **90**

3 @ 10x9 culverts with a 6" top bevel

Items To Be Discussed / Resolved At FSM By Attendees

Off-Site ☐ Stage Construction ☒ & maintain traffic on-site OR New Alignment ☐ ☒ On-Site- replace in place with an on-site detour to the west

Environmental Document Prepared by DEO:

Minimum Criteria Checklist ☒

ADT: **2900 per SIR**

NHS: **No**

Tier: **REGIONAL**

Func. Class: **Major Collector**

Bridge Min. Clear Deck Width Recommended by Div.:

Roadway lane width: **11' lanes with 4' paved shoulders and curb and gutter with 6' sidewalk over culvert; 4-ft shoulder shall include 2-ft gutter pan;**

Extension of Paved shoulders: **project limits and blunt end**

Pave to face of guardrail and taper 8:1 to travel lane/paved shoulder? **No guardrail, headwall to be min. 10' from edge of travel**

Min. Pavement Surface Course:

Existing Roadway:

Pavement Marking: **paint**

Pavement Markers: **snowplowable**

Will Railroad Involvement Be Required: **No**

Method of Clearing: **II**

Truck Percentage: **7%**

Reasonable Safe Speed per SIR: **20 mph**

Liquidated damages: will be imposed after **150** days of closure/construction. Amt: **\$500** per day

CEI by?

NCDOT

R/W by?

DBT

R/W monuments? **Pin & Cap**

Salvageable materials: All guardrail, post, post blocks, et, and all **steel I beams (Care with demolition needs to be taken). Relocation of westernmost pedestrian bridge is to be coordinated with the Town (utmost care must be taken in moving the pedestrian bridge)**

Contact Person/number: **Chad Cox (336) 384-2562**

Deliver to: **Warrensville Bridge Maintenance Yard 322 Northwest School Road, Warrensville, 28693;**

Removal of previous structure remnant abutments/piers: **none**

Sequencing priority in construction? **940278 highest priority then 040023**

Comments:

- **Use (3) CMS for the duration of construction and/or removal of the bridge**
- **Temporary detour bridge should avoid relocating the sanitary sewer line.**
- **Resurface E Street min. to furthest radii and resurface existing parking areas or provide new pavement to match existing pavement depth & maintain existing finished grade for parking areas removed or impacted**

Town of Lansing and SHPO concur with weathered pedestrian rail on top of culvert per Town meeting (with Trent) on October 10, 2017

Weathered Steel Rail picture. Details in Additional Materials Provided.

