

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

WBS No.: **48081.1.1 (B-5888)**

Field Scoping Meeting Date: **March 16, 2016**

Division: **13**

Meeting Location: **On-site**

Route (US/NC/SR): **SR 2815**

County: **Buncombe**

Project Description: **Bridge No. 100100 over Ashworth Creek on SR 2815 (Village Road)**

Tier: **Sub-regional**

Funding: **State**

Municipality: **Within Fairview Community Limits**

Attendees

	Name	Phone No.	E-mail
Division Bridge Manager	Chris Medlin	(828) 298-1128	cdmedlin@ncdot.gov
Division Environmental Off.	Yates Allen	(828) 251-6171	yallen@ncdot.gov
Hydraulics Engineer	Marc Shown Rusty Lassiter	(919) 707-6751	mshown@ncdot.gov
PPU	Pam Williams	(919) 707-6608	prwilliams@ncdot.gov
PPU	Eileen Fuchs	(919) 707-6613	eafuchs@ncdot.gov
DENR-DWQ	Kevin Barnett	(828) 296-4657	Kevin.Barnett@ncdenr.gov
USFWS	Andrew Henderson	(828) 258-3939 ext. 227	andrew_henderson@fws.gov
Division Utility	Robert Briggs	(828) 251-6171 ext. 224	rbriggs@ncdot.gov

Gersheon Carver & Steve Gosnell– L&S

Existing Features

Feature Bridged: **Bridge No. 100100 over Ashworth Creek on SR 2815 (Village Road)**

Exist. Bridge Clear Deck Width: **20.25'**

Approach Roadway width: **17'**

Bridge Length: **42'**

Deck Width (Out To Out): **21.25'**

Water Depth: **1'**

Height Bed-To-Crown: **12'**

Year Built: **1956**

Posted Weight Limits: SV: **17** TTST: **21**

Superstructure:
Timber Floor on I-Beams

Substructure:
Abuts reinforced concrete

Pier Type: **1@ 42'**

Temp. Shored:

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

PRI: 52.82 DP: 5.03 **SR: 23.75**

School Bus crossings per day: **5**

Posted Speed Limit: **35 MPH**

Detour Off-Site ☒ **Stage Construction** ☐ **New Alignment** ☐ **On-site** ☐

If Off-Site, Description Of Detour Route: **US 74A (Loop Road) – SR 2815**

Approximate Length Of Detour? **≈ 0.70 miles, measurement from Google Map**

Improvements Needed To Road(s) On Detour? **No**

Div. Traffic Eng. Recommend Off-site detour signing? **Trailblazing with Street/Road names**

Improvements Needed To Bridges On Detour? **No**

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? **No, per Buncombe County EMS response, the potential impacts on Emergency Medical Services will be minimal**

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

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

Overhead Utility Lines In Conflict **See below**

Power Transmission Lines In Conflict

Telephone In Conflict **See below**

Cable Lines In Conflict **See below**

Fiber Optic In Conflict

Water In Conflict **See below**

Sewer In Conflict

Natural Gas In Conflict

Other In Conflict **There are no utilities attached to the bridge;
Final Survey DGN file will be provided**

Duke Energy has a pole near the Northwest corner of the bridge on SR 2815. Duke Energy also has multiple poles to the Northeast and Southwest along both sides of SR 2815 as shown in the

FS. There is an underground power line on the Northwest corner of bridge and another to the Northeast going to the Fire Dept. Both are shown in the FS.

AT&T has a pole on the Northwest corner of Bridge No. 100 and one at the Southwest corner of the bridge. They also have an underground line running the length of the project on both sides of the bridge, and multiple hand holes and pedestals on the Northwest corner of the bridge. There are also underground lines as well as poles running east up Garren Creek Rd. and Church Rd. All of which are shown in the FS.

Charter Communications has a small amount of underground lines to the Northeast of the bridge and are shown in the FS.

City of Asheville has a water line of an unknown size running to the Northeast of the bridge and it runs East up Church Road. There are also fire hydrants and meters as well. All are shown in the FS.

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: **Ashworth Creek is JS**

Endangered Species In County: Per NHP records, there are no T&E element occurrences within 1.0 mile of the bridge. Biological conclusion for the following is "No Effect": Carolina northern flying squirrel, Bog turtle, Spruce-fir moss spider, Spreading avens, Rock gnome lichen, Virginia Spirea, Bald eagle,

Northern Long Eared Bat, Gray Bat, Appalachian Elktoe, Tan Riffleshell, Spottfin Chub: **No Effect**

Trout County : **Yes**

TVA County: **Yes**

CAMA County; **No**

Primary Nursery Area: **No**

Moratoria: **No**

Which species:

Duration : **None**

Permits discussion:

Water Quality Classification: **Class C**

303d: **No**

Coast Guard Permit? **No**

Drainage Basin: **French Broad**

Riparian Buffer Rules: **None**

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

National Forest: **No**

Wildlife Refuge: **No**

State, County, Or Local Park: **No**

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**

Comments: **Trout & Hatchery Support**

Known Or Potential Historic Properties In The Area:

Architecture: NHP

Archaeology: No Survey Required

Is The Bridge Structure Itself, Or Any Part Thereof, Considered Historic:

Impacts to a Church, Community Center, Or Other Public Facility? **Fire Department is located adjacent to Bridge No. 100100 but will not be impacted by the bridge replacement.**

Is this a Statewide Bicycle Route or a Local Non-Marked Bicycle Route: **Yes, 4' offsets of paved shoulders preferred**

Comments: Per SubRegional Tier guidelines, 42" vertical concrete rail is acceptable for bridges less than 100' in length.

Geotechnical

Are There Any Historical And/Or Vibration Sensitive Structures Near By Comments:

Are There Any Known Landfills And / Or Geo-environmental Hazard Sites At Or Within Close Proximity To The Project Site: **No**

Comments:

GeoEnvironmental Report for Planning (memo date: June 20, 2016)

Findings:

UST Facilities - no petroleum sites were identified within the project limits.

Hazardous Waste Sites- no Hazardous Waste Sites were identified within the project limits.

Landfills - no apparent landfills were identified within the project limits.

Other GeoEnvironmental Concerns - no other GeoEnvironmental concerns were identified within the project limits.

Anticipated Impacts:

The GeoEnvironmental Section observed no contaminated properties during the field reconnaissance and regulatory agencies' records search.

Are Any Impacts Anticipated To Natural Springs Or Artesian Wells: Comments:

Possible Foundation Type: @ **End Bents** @ **Interior**

Hydraulics

FEMA Approval? **No**

State Stormwater Permit? **No**

Is There Unusual Scour Potential? **No**

Is Protection Needed? **No**

Are Banks Stable? **Yes**

Is Protection Needed? **No**

Appreciable Amount Of Large Debris? **No**

Placement Of Bents In The Water Be Allowed: Where:

Superstructure Type: **Bridge**

If Bridge: **CS**

If girder; why?

Length Of Structure: **70'**

Min. Number Of Spans: **1**

Span Arrangement: **1 @ 70'**

Waive offset: **No**

Cap: **4'**

Skewed: **Yes**

Items To Be Discussed / Resolved At FSM By Attendees

Off-Site Detour ☒ Stage: ☐ New Alignment: ☐ On-site detour ☐
Clear roadway width (CRW): ☐ CRW:
Temp. Signals: Alignment; N, E, W, S Alignment; N, E, W, S Alignment;
Alignment: N, E, W, S Alignment; W, S Alignment;

Environmental Document Prepared by DBE: Low Impact Data Spreadsheet ☒

Minimum Criteria Checklist ☐

ADT (Let Year 2018): **420** NHS: 0 Tier: **Sub-regional** Func. Class: **Local**
VPD (interpolated traffic forecast from TPB memo dated: 3/7/16)

Bridge Min. Clear Deck Width Recommended by Div.: **30' Out To Out**

Roadway lane width **10' with 4' paved shoulders**

Extension of Paved shoulders: **to end of guardrail and taper 8:1**

Pave to face of guardrail and taper 8:1 to travel lane/paved shoulder? **Yes**

Min. Pavement Surface Course: **3"** (inches)

Existing Roadway: **17'**

Pavement Marking: **Paint**

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Will Railroad Involvement Be Required: **No**

Method of Clearing: **II Mod**

Truck Percentage: **7% (6% duals; 1% TTST)**

Reasonable Safe Speed per SIR: **35 MPH**

Liquidated damages: will be imposed after **90** days of closure/construction Amt: **\$ 500** per day

CEI by? **NCDOT**

R/W by? **DBT**

R/W monuments? **Conc.**

Salvageable materials: **Steel I-Beams**

Contact Person/number: **Shannon Woody** mswoody@ncdot.gov (828) 298-1128

Deliver to: **Buncombe County Bridge Maintenance Yard located at:**

20 Old 74, Asheville, NC 28803; DOT will offload

Sequencing priority in construction? **Bridge Nos. 100099 and 100100 could be built concurrently if the intersection of SR 2815 and SR 2806 remains open during the construction of Bridge No. 100100 so that the detour route for Bridge No. 100099 is not affected.**

Comments:

- **Fire station located near bridge; the main entrance to the fire department is on US 74A**
- **Cut end abutment down to footing**
- **pave 150' on each side of roadway approach**
- **overlay existing pavement to the furthest radii along SR 2806**
- **Buncombe County Planning Department does not participate any substantial development in the area. Fire department staff has indicated that foot traffic is present in the vicinity of the project. The proposed bridge will include a minimum of 3'-11" offset and each side to accommodate bike and pedestrian. The roadway approaches will include 4' pave shoulders on each side or pave to the face of guardrail.**