

EROSION CONTROL NARRATIVE

DESCRIPTION OF PROJECT

This project is located on Langdon Street, Bridge # 11 over the North Branch of the Winooski River, in the County of Washington, City of Montpelier, Vermont.

Construction will consist of a new superstructure with related approach work. An inverted system made of pre-cast units of steel and concrete will be used for the new bridge's superstructure, utilizing the existing alignment. The existing trusses will be removed, cleaned, painted, and installed on the new bridge where they will be used to support the sidewalks.

Langdon Street will be closed to vehicular traffic during construction, and traffic will be detoured. A pedestrian footbridge will be installed by request of the City as a mitigation for potential loss of business during construction.

It is expected that the project will not take longer than one construction season.

SITE INVENTORY & ANALYSIS

OFF SITE DRAINAGE CHARACTERISTICS:

The project is as described above, within an urban setting, with storm drainage located on the street.

DRAINAGE, WATERWAYS, BODIES OF WATER:

The North Branch River is located in the project area. There are no other bodies of water or wetlands within the project area. The North Branch River empties into the Winooski River approximately 1/4 mile downstream.

TOPOGRAPHY, EXISTING ROADS, BUILDINGS, UTILITIES:

The topography of the project site is an urban setting, with the existing buildings containing a mix of retail stores and a restaurant.

Utility lines over the river in the project area will be relocated, in accordance with the aerial relocation routes shown on the plans.

VEGETATION:

Urban setting, see plans for location of limited number of trees and shrubs.

SOILS:

See Plan Boring Sheets

SENSITIVE RESOURCE AREAS:

Archeological - no

Threatened and Endangered Species - no

Wetlands - no

Farmlands - no

Historic - yes

Bridge # 11 is listed on the National Register of Historic Places as a contributing resource to the Montpelier Historic District. A Section 4(f) evaluation pursuant to Department of Transportation Act, 1966, 49 U.S.C. 303 has been performed.

PROXIMITY TO NATURAL OR MAN-MADE WATER FEATURES:

There is expected to be no disturbance of natural or man-made waterways within the project area.

TEMPORARY EROSION PREVENTION & SEDIMENT CONTROL

Due to the nature of this project; urban setting, with no disturbance of soils or waterways, only an erosion prevention and sediment control plan in the form of a narrative is required. However, the following erosion prevention and sediment control practices are to be met:

1. All excavated and borrow material stockpiles shall be covered with tarps at the end of each work day.
2. A catchment system should be employed under bridge during the duration of construction to help ensure construction sediment and debris is kept out of the river.
3. Proper sediment control measures shall be taken around DI's to prevent sediment from entering the drainage system.

4. The construction entrances shall be swept and maintained at the end of each work day and as needed during the construction process to ensure minimal debris is left on the roadways.
5. The contractor shall include erosion prevention and sediment control practices as part of the CPM submittal required in Section 108.03. i.e. the sediment and debris catchment device is installed at the start of construction and all borrow and construction debris stock piles are covered daily during construction.

Under the Standard Specifications for Construction Section 105.22, an updated narrative shall be submitted to the Construction Environmental Engineer for their review.

Payment for erosion prevention and sediment control practices shall be incidental to other items in the contract.

PROJECT NAME:	MONTPELIER	PLOT DATE:	11/23/2005
PROJECT NUMBER:	BRM 6400 (25)	DRAWN BY:	M. FESSEL
FILE NAME:	88j100ecn.xls	CHECKED BY:	R. YOUNG
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