

VERMONT AGENCY OF NATURAL RESOURCES  
DEPARTMENT OF ENVIRONMENTAL CONSERVATION

**APPLICATION FOR APPROVAL FOR STREAM CROSSING STRUCTURE**

PURSUANT TO CLEAN WATER ACT SECTION 401 & THE SECTION 404 VT GENERAL PERMIT, GP#58

NAME OF APPLICANT <u>Town of Waitsfield</u>	AGENCY USE PROJ. #: <u>SC-</u> COMPLETE INFORMATION REC'D DATE: _____
MAILING ADDRESS <u>9 Bridge Street</u> <u>Waitsfield, VT 05673</u>	
NAME & ADDRESS OF LANDOWNER (IF DIFFERENT) _____	

TELEPHONE: HOME: \_\_\_\_\_ WORK: (802) 496-2218 CELL/PAGER: \_\_\_\_\_

PROJECT LOCATION: TOWN: Waitsfield STREAM: Unnamed Tributary of Mad River  
(Tributary 7 from FEMA Map)

NEARBY TOWN HIGHWAY OR STATE ROUTE # Off of Armstrong Road  
\*\*ATTACH SITE LOCATION MAP\*\* (USGS 7.5 minute quadrangle or equivalent)

DRAINAGE AREA AT STRUCTURE (sq. mi.) 0.97 IF LESS THAN ONE SQ.MI, NO APPROVAL REQUIRED  
Note: Compliance with VT Water Quality Standards & fish passage maintenance (10 VSA 4607) required regardless of DA.

SIZE / TYPE OF STRUCTURE: 16 foot long wooden bridge

BASIS OF DESIGN FOR STRUCTURE SIZE see attached letter from Charlie Goodman dated  
September 27, 2008

NAME OF CONTRACTOR/BUILDER Town of Waitsfield PHONE # (802) 496-2218

CONSULTANT/PROJECT SUPERVISOR Phelps Engineering, Inc. PHONE # (802) 388-7829

EXPECTED WORKING DATES: START April 2009 COMPLETION September 2009

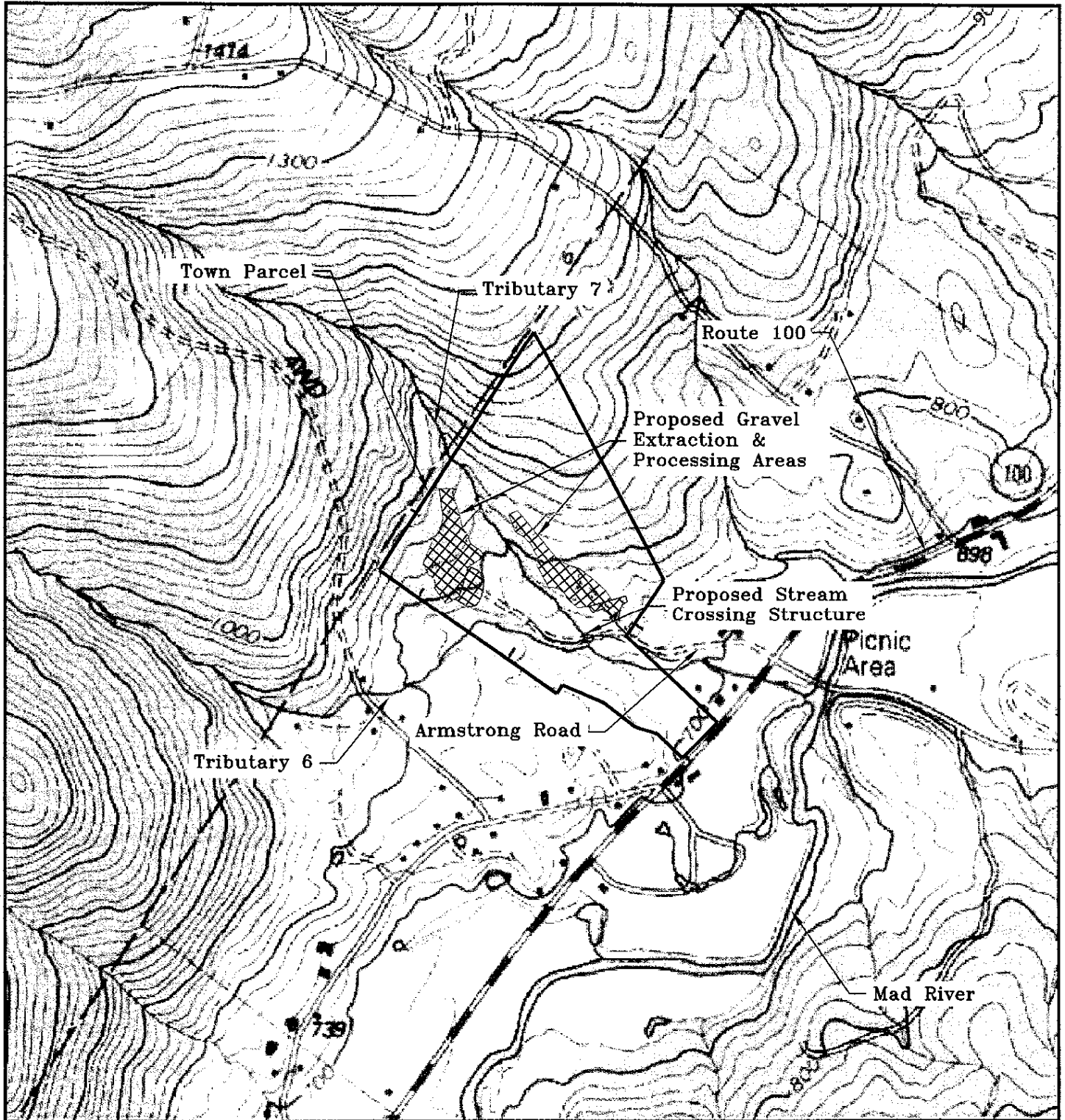
ATTACH SKETCH PLANS AND PROFILES ILLUSTRATING THE FOLLOWING: *(Sketch plans and profiles, except in special cases, may generally be provided based on tape and hand level accuracy field survey data. If not drawn to scale, all dimensions and elevations must be noted on the drawings.)* a) The size (length along the stream, span length, opening size, etc.) and type of structure including any structural treatments. (stone fill, headwalls, etc.), b) Any proposed changes in the stream channel bed elevation, c) Existing and proposed channel dimensions, d) Elevations of structural elements (headwalls, stringers, etc.) relative to streambed and top of bank, e) North arrow, f) Direction of flow. **Note:** You may use the typical sketches on the reverse side of this form. Provide dimensions and modify or mark up typical sketches as appropriate to illustrate the existing conditions and the project proposal.

Note: If more than 15 days elapses without a response from the date of receipt by the VT DEC of complete information describing the crossing proposed, the project may proceed by default. Check with DEC to determine receipt date.

CERTIFICATION: I hereby certify that the information on this application is, to the best of my knowledge, true and accurate. I recognize that by signing this application I am giving consent to employees of the State to enter the subject property for the purpose of processing this application and for ensuring compliance with agency decisions relating to the project. I acknowledge approval of this application may not preclude any or all other statutory obligations.

SIGNATURE OF APPLICANT: *Jalene Capet* DATE 11/10/08

SIGNATURE OF LANDOWNER (IF DIFFERENT): \_\_\_\_\_ DATE: \_\_\_\_\_



**PHELPS ENGINEERING, INC.**

79 Court St., P.O. Box 367  
 Middlebury, Vt. 05753  
 Tele. (802) 388-7829

Fax (802) 388-9642

E-Mail [info@phelpseng.com](mailto:info@phelpseng.com)

PROJECT: WAITSFIELD GRAVEL PIT

TITLE: SITE LOCATION

SKETCH #

**1**

SCALE: 1"=1000'

DATE: 2008

ENG: JA

PROJECT #: 200810

REF.SHT. N/A

Stream crossing for Waitsfield gravel pit

September 27, 2008

To: Jon Ashley

From: Charlie Goodman

A simple logging style bridge would take care of the Town needs to cross this stream. This is something the Town can build and we have the timber on our land.

From the sketch, we would use concrete blocks for the base for our beams. Carefully digging on undisturbed soil, we would trench across the top of the bank, staying two feet in from the stream edge and place the blocks. With the foundation set, then we would start placing the first set of beams, 12"x16's, using 9 pieces across the width of the bridge. The next set would cross the main carriers, 8"x 10's, 9 pieces would be used, keeping 3 together where the tires would run and then decking. The deck would be two layers of timbers. 3" planking would cover the 12' width and then a set of runners that would be 3"s.

The Town maintains a few bridges of this style, with similar widths and spans. This span is 12' between blocks. The heaviest truck we use a 14 yard tandem. The single axel truck would be crossing with 7 yards. That may be heavier, because it will be on the bridge all at once. All other trucks would span one side or the other, or very close. The Town would have to work this bridge over once in its life of the pit. Again, the Town has the material and the know how to maintain this bridge. This is a considerable savings to the Town.

This is a temporary right of way. We want to keep this simple. A culvert would work, but the \$18,000. cost is just too much. With just a few hundred dollars of logging and milling, this logging style bridge makes the most sense and least impact on the environment.

Thanks for considering this Jon.

Charlie Goodman

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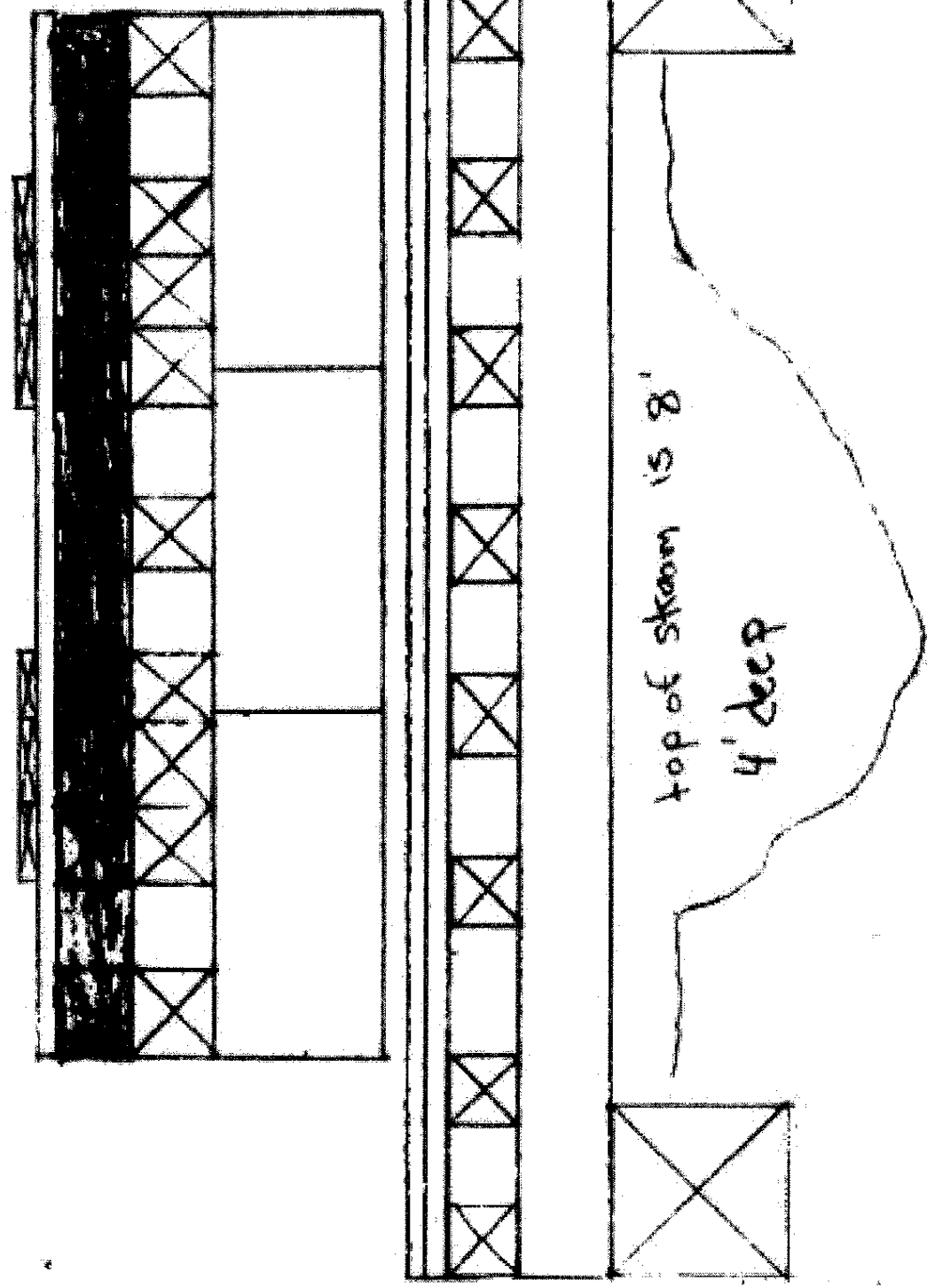
**From:** goodie [mailto:goodie@gmavt.net]  
**Sent:** Monday, September 29, 2008 8:27 AM  
**To:** Jon Ashley  
**Subject:** bridge drawing

Here there

This is my attempt to draw what we want to build. After getting this all together I see that we should have two beams over the blocks. this would spread the load more evenly over the blocks and get us a bit higher above the stream. This should put us 2' above the stream banks, or 8' above the average water flow.

Charlie G

- 3" corners
- 3" pluckings
- 8" x 10"
- 10" x 16"
- 2 x 2 x 4 blocks
- 3" corners
- 3" pluckings
- 8" x 10" cross
- 10" x 16" beam
- 2 x 2 x 4 concrete blocks



1/8" scale