INSPECTION AND MAINTENANCE PLAN FOR SOIL COVER AT STATE ROUTE 21 BRIDGE OVER CHOCCOLOCCO CREEK ALABAMA D.O.T. PROJECT No: STPAA-62(15) TALLADEGA/CALHOUN COUNTIES

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INSPECTION AND MONITORING PLAN FOR SOIL COVER AT STATE ROUTE 21 BRIDGE OVER CHOCCOLOCCO CREEK

Introduction

This plan describes the inspection and monitoring activities to be carried out at the site of a new bridge to be built over Choccolocco Creek by the Alabama Department of Transportation (ALDOT) on State Route (S.R.) 21 in Calhoun and Talladega Counties. These activities apply to a soil cover which will be constructed over floodplain sediments which contain polychlorinated biphenyls (PCBs). The cover consists of a non-woven geotextile which will be placed on the existing ground surface and covered with 12 inches of clean soil.

Details of the cover and other corrective measures to be constructed at the site are provided in the Interim Measures Plan (IMP) and the Corrective Measures Study (CMS) which were prepared by Solutia Inc. (Solutia) for the project. These documents were approved by the Alabama Department of Environmental Management (ADEM) for implementation at the site.

The construction of the measures described in these plans will ensure proper management and containment of affected soil and sediments within the highway right-of-way. The measures are designed to prevent direct contact with the affected media and to minimize the potential for these media to migrate into Choccolocco Creek. The inspection and monitoring activities described in this plan are intended to ensure that the measures continue to satisfy their design functions.

Short Term Measures

During construction of the bridges, Solutia will have personnel on site on a regular basis., These personnel will inspect the cover on a weekly basis during that period to identify areas where erosion or construction traffic has caused channels or ruts deep enough to expose the underlying geotextile fabric. The weekly inspections will also include an examination of the erosion and sediment controls for the cover and an assessment of the need to repair, replace, or augment these controls. Any such areas will be repaired within five working days by filling the channel or rut with soil or rip-rap. At the completion of bridge construction, any bare areas on the cover will be vegetated with a low maintenance species which will not require mowing.

Long Term Operation and Maintenance

Once a healthy vegetative cover is established, periodic inspections will be carried out on an annual basis, as described in Section 3.2.4 of the CMS. The inspections will be carried out by Solutia personnel and will consist of the visual identification of any eroded areas, or areas exhibiting vegetative stress. Areas requiring attention will be clearly identified on a site plan and the field observations and required repairs will be noted on

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an inspection log. The required repairs will be carried out within one month of the inspection and completion of these repairs will be documented on the inspection log. If additional time is required to complete the repairs (e.g., because of weather conditions or the scope of the work), the reasons for such a delay will also be documented. In accordance with an earlier Operation and Maintenance Plan approved by ADEM, the inspection log sheets will be maintained by Solutia for a period of three years.

Institutional Controls

The cover will be constructed entirely within the ALDOT right-of-way. Consequently, the only future construction activities which could potentially disturb PCB-containing soils are those which will be undertaken by ALDOT, or by a utility company constructing services within the right-of-way. ALDOT will document the presence of PCB-containing sediments within the right-of-way and the existence of the cover on the as-built bridge and right-of-way drawings. This documentation will be adequate to alert future planners of the need for special design and construction measures and will require them to contact ADEM and Solutia during the planning and design period.

DSW 148056