

DESCRIPTION OF PROJECT

THIS PROJECT INVOLVES THE CONSTRUCTION OF A TRAFFIC SIGNAL SYSTEM LOCATED AT THE INTERSECTIONS OF US 7 AND VT 103 IN THE TOWN OF CLARENDON. A NEW LEFT TURN LANE WILL BE CONSTRUCTED ON THE NORTH BOUND SEGMENT OF US 7.

IT IS ANTICIPATED THIS PROJECT WILL LAST ONE SEASON.

TOTAL DISTURBED AREA IS 14250 SQUARE FEET OR 0.33 ACRES.

SITE INVENTORY & ANALYSIS

OFF SITE DRAINAGE CHARACTERISTICS:

INSIDE OF THE STATE RIGHT-OF-WAY AND THE PROPERTIES SURROUNDING THE PROJECT CONSIST OF ESTABLISHED VEGETATION OF GRASSES AND WOODED AREAS.

DRAINAGE, WATERWAYS, BODIES OF WATER:

AREA DRAINAGE IS CONVEYED VIA GRASS SURFACE OR INTO DI'S AND CULVERTS TO THE SOUTHERN END OF THE PROJECT AREA. THE CULVERT SYSTEM CONNECTS TO A PIPE THAT CROSSES US 7 FROM EAST TO WEST. THIS DRAINAGE FOLLOWS A WATER COURSE OUTSIDE OF THE STATE RIGHT-OF-WAY AND INTO A WOODED AREA 700 YARDS THEN INTO A STREAMLET FOR 1000 YARDS, EMPTYING INTO OTTER CREEK. ONSITE, NO WETLANDS ARE IDENTIFIED OR IMPACTED.

TOPOGRAPHY, EXISTING ROADS, BUILDINGS, UTILITIES:

THE GENERAL TOPOGRAPHY IN THE AREA OF THE SITE DISPLAYS A GRADUAL SLOPE TOWARDS THE WESTERLY DIRECTION. THERE ARE NO DEFINED STREAMS OR WATERWAYS. THE ONLY BUILDING IN THE AREA, OUTSIDE OF R.O.W AND PROJECT LIMITS, HOUSES AN AUTO DEALERSHIP. THERE ARE OVERHEAD UTILITIES THAT IN MOST PART ARE NOT AFFECTED. A NEW CONNECTION FOR POWER SUPPLY FOR A NEW TRAFFIC SIGNAL CONTROLLER WILL BE REQUIRED. THIS IS IN THE VICINITY OF A PRESENT POWER SOURCE FOR AN OVERHEAD FLASHING BEACON SYSTEM.

EXISTING ROADS: US 7, VT 103, SLIP RAMP AND SQUIRE ROAD ARE BITUMINOUS SURFACED. THERE IS A GRAVEL PRIVATE ROAD OFF OF SQUIRE ROAD AND DEAD ENDS.

VEGETATION:

VEGETATION ALONG ALL OF THE ROADWAYS CONSISTS OF A VARIETY OF CREEPING RED FESCUE, TALL FESCUE, RED TOP, BIRDSFOOT TREEFOIL AND ANNUAL RYEGRASS AND WEEDS.

SOILS:

NO DESCRIPTION OF THE SOIL TYPES EXPECTED TO BE ENCOUNTERED IN THE PROJECT AREA IS INCLUDED IN THE PROJECT PLAN.

THE MAJORITY OF THIS PROJECT IS CONSIDERED TO BE "IN A FILL TYPICAL", MEANING THE ROADWAY IS HIGHER THAN THE SURROUNDING MEAN GROUND ELEVATION. DUE TO ENGINEERING REQUIREMENTS FOR SELECTIVE FILL MATERIAL DEPTHS, MUCH OF THIS FILL MATERIAL WILL NEED TO BE BROUGHT IN FROM AN OUTSIDE SOURCE. SINCE WE DO NOT KNOW WHERE THIS SOURCE PIT WILL BE, WE CAN NOT PROVIDE ITS ERODABILITY PROPERTIES.

SENSITIVE RESOURCE AREAS:

NO "THREATENED & ENDANGERED SPECIES" HAVE BEEN IDENTIFIED WITHIN THE PROJECT LIMITS AND THERE WILL BE NO ADVERSE EFFECT TO HISTORIC OR ARCHAEOLOGICAL FEATURES. THERE ARE NO IDENTIFIED WETLANDS WITHIN THE VICINITY OF THE PROJECT.

PROXIMITY TO NATURAL OR MAN-MADE WATER FEATURES:

FOUR FOOTINGS FOR SIGNAL MAST ARMS WILL BE INSTALLED WITH TWO OF THESE FOOTINGS BEING IN THE PROXIMITY OF DROP INLETS. THE DROP INLETS ARE ABOUT 40 FEET FROM THE FOOTING LOCATIONS. ON THE SOUTHERN END OF THE PROJECT, SIDE SLOPE CONSTRUCTION WILL BE WITHIN 15 FEET OF A DROP INLET.

GENERAL EROSION & SEDIMENT CONTROL GUIDELINES

GENERAL EROSION CONTROL PLANS ARE INTENDED AS A GUIDE FOR PREVENTING SOIL EROSION AND CONTROLLING SEDIMENT. THE WORK OUTLINED IN THIS NARRATIVE CONSISTS OF APPLYING MEASURES THROUGHOUT THE DURATION OF THE PROJECT TO CONTROL EROSION AND MINIMIZE THE SEDIMENTATION OF THE RECEIVING WATERS.

AN ALTERNATE TEMPORARY EROSION CONTROL PLAN WILL BE SUBMITTED BY THE CONTRACTOR FOR APPROVAL BY THE AGENCY OF TRANSPORTATION.

THE CONTRACTOR WILL USE OTHER TEMPORARY OR PERMANENT EROSION CONTROL DEVICES AS NECESSITATED BY THE SEQUENCE OF CONSTRUCTION AND AS DIRECTED BY THE RESIDENT ENGINEER. SEE SECTION 105.23 OF THE 2001 VERMONT STANDARD SPECIFICATIONS FOR CONSTRUCTION.

THE CONTRACTOR SHALL COORDINATE THE INSTALLATION, USE, AND REMOVAL OF EROSION AND SEDIMENT CONTROL MEASURES WITH CONSTRUCTION ACTIVITIES TO ASSURE ECONOMICAL, EFFECTIVE, AND CONTINUOUS EROSION AND SEDIMENT CONTROL. THE CONTRACTOR SHALL EMPLOY TEMPORARY STABILIZATION PRACTICES IN INCREMENTAL STAGES AS CONSTRUCTION ACTIVITIES PROCEED.

THE RESIDENT ENGINEER MAY DIRECT THE INSTALLATION OF CERTAIN EROSION CONTROL MEASURES IN ORDER TO AVOID POTENTIAL EROSION PROBLEMS, OR TO RESPOND TO STORM EVENTS OR DAMAGE BY CONSTRUCTION OPERATIONS.

GENERAL EROSION & SEDIMENT CONTROL GUIDELINES (CONTINUED)

THE CONTRACTOR SHALL INSTALL EROSION AND SEDIMENT CONTROL MEASURES AS SEQUENCED IN THE "SPECIFIC GUIDELINES", OR AS DIRECTED BY THE RESIDENT ENGINEER. THE TYPE, SIZE, AND LOCATION OF ANY EROSION CONTROL DEVICES SHALL NOT BE CHANGED UNLESS PRIOR APPROVAL IS OBTAINED FROM THE RESIDENT ENGINEER. ANY APPROVED CHANGES SHALL BE NOTED ON THE EROSION CONTROL PLANS AND DISCUSSED IN THE WEEKLY REPORT. THE CONTRACTOR SHALL INSPECT ALL EROSION CONTROL MEASURES DAILY AND AFTER EACH RAINFALL EVENT. THE CONTRACTOR SHALL REPAIR ALL DAMAGED EROSION CONTROL MEASURES IMMEDIATELY. ALL EROSION CONTROL MEASURES THAT TRAP SEDIMENT, SUCH AS SEDIMENT BASINS, SHALL BE CLEANED OUT WHEN THEIR CAPACITY REACHES 50%.

THE RESIDENT ENGINEER'S APPROVAL SHALL BE OBTAINED PRIOR TO INSTALLING ANY EROSION CONTROL NOT SPECIFIED IN THE EROSION CONTROL PLANS. HOWEVER, IN EMERGENCY SITUATIONS WHERE THE RESIDENT ENGINEER IS NOT IMMEDIATELY AVAILABLE, THE CONTRACTOR SHOULD REPAIR OR INSTALL THE EROSION CONTROLS AS HE/SHE DEEMS NECESSARY AND REPORT THE INCIDENT TO THE RESIDENT ENGINEER AS SOON AS PRACTICAL.

THE CONTRACTOR SHALL CONTROL ALL SEDIMENT-LADEN RUNOFF GENERATED WITHIN THE PROJECT SITE.

IN GENERAL, PRESERVE EXISTING VEGETATION, SHRUBS, AND TREES WHENEVER POSSIBLE.

IF USED, SILT FENCE SHALL BE PLACED AT THE TOES OF ALL FILL SLOPES AND SHALL BE CONSTRUCTED SO THAT FLOWS CANNOT BYPASS THE ENDS. AREAS DIRECTLY BELOW (DOWNHILL) OF THE SILT FENCES MUST BE UNDISTURBED AND VEGETATED.

STRAW MATTING WILL BE INSTALLED AS SOON AS PRACTICAL ON ALL CUT & FILL SLOPES.

AS CONSTRUCTION PROGRESSES, IMPLEMENTATION OF ADDITIONAL EROSION CONTROL MEASURES MAY BE REQUIRED AS DEEMED NECESSARY BY THE ON-SITE COORDINATOR AND AS APPROVED BY THE RESIDENT ENGINEER.

THE PROJECT COMPLETION DATE HAS BEEN SET FOR MID-OCTOBER TO ENSURE THAT THE ESTABLISHMENT OF PERMANENT VEGETATION WILL OCCUR DURING THE GROWING SEASON. THEREFORE, WINTER STABILIZATION METHODS WILL NOT BE SHOWN ON THE PLANS OR DESCRIBED IN THE NARRATIVE.

INFORMATION REQUIRED BY THE CONTRACTOR PRIOR TO CONSTRUCTION

MUCH OF THE INFORMATION SHOWN ON THE EROSION CONTROL PLANS AND DESCRIBED IN THIS NARRATIVE IS GENERAL IN NATURE. MORE SITE SPECIFIC INFORMATION IS NOT YET AVAILABLE AS A CONTRACTOR HAS NOT YET BEEN SELECTED. THE FOLLOWING LIST OUTLINES SOME OF THE SPECIFIC INFORMATION THAT IS NOT INCLUDED IN THE EROSION CONTROL PLANS AND DESCRIBED IN THIS NARRATIVE:

LOCATION OF WASTE, BORROW AND STAGING AREAS, MATERIAL STOCKPILES, REFUELING AND MAINTENANCE AREAS (ATTACH MAP IF NECESSARY)

DISCUSSION AND ADDITIONAL DETAILS NEEDED FOR PROTECTION AND STABILIZATION OF ABOVE PROPOSED MODIFICATIONS AS/ IF REQUIRED TO THESE EROSION AND SEDIMENT CONTROL PLANS

PROPOSED DATES ASSOCIATED WITH JOB MILESTONES AS INDICATED ON THE SEQUENCE CONSISTENT WITH PROJECT CPM SCHEDULE

NARRATIVE (RE: TEMPORARY SEEDING AND MULCHING / STABILIZATION)

NAME, ADDRESS, PHONE NUMBER AND BASIC QUALIFICATIONS OF "ON-SITE COORDINATOR"

EROSION CONTROL NARRATIVE

PROJECT NAME:	CLARENDON
PROJECT NUMBER:	NHG SGNL (24)
FILE NAME: traffic/02b240/tb240ec.dgn	PLOT DATE: 30-DEC-2004
PROJECT LEADER: b.nyquist	DRAWN BY: j.gruchacz
DESIGNED BY: j.gruchacz	CHECKED BY:
tb240ec.l	SHEET 32 OF 37

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