PROJECT DESCRIPTION:

THE WELLS VT ROUTE 30 PROJECT INCLUDES THE REMOVAL OF LEDGE A MINIMUM OF 25 FEET FROM THE CENTERLINE OF THE ROADWAY, CLEARING AND GRUBBING, COLD PLANING, RESURFACING, AND NEW PAVEMENT MARKINGS.

THIS PROJECT IS LOCATED ON VT ROUTE 30 IN WELLS APPROXIMATELY 4.68 MILES NORTH OF THE PAWLET/WELLS TOWN LINE, EXTENDING NORTHERLY APPROXIMATELY 0.32 MILES.

TO COMPLETE THE REQUIRED WORK, THE NORTHBOUND LANE OF TRAFFIC WILL BE CLOSED. LEDGE, MOSTLY PHYLLITE AND SLATE FROM SELECT AREAS ALONG THE ROCKFACE WILL BE SCALED/RIPPED OFF MECHANICALLY. THIS ROCK REMOVAL WILL RESULT IN A REDUCED SLOPE ANGLE OF THE LEDGE DURING THE EXCAVATION OF THE ROCK FACE. THE CATCHMENT DITCH, LOCATED AT THE BASE OF THE LEDGE IMMEDIATELY ADJACENT TO ROUTE 30, WILL BE ENLARGED. SOME TREES AT THE TOP OF THE LEDGE WILL BE REMOVED AS WELL.

AREA OF DISTURBANCE IS APPROXIMATELY 0.5 ACRES.

SITE INVENTORY AND ANALYSIS:

DRAINAGE CHARACTERISTICS & PROXIMITY TO NATURAL OR MANMADE WATER FEATURES:
WATER GENERALLY RUNS UNCONTROLED OVER THE ROCKFACE INTO A CATCHMENT DITCH WHICH FLOWS SOUTH TOWARD PAWLETT. LAKE ST. CATHERINE BORDERS VT ROUTE 30 TO THE WEST ALONG THIS PROJECT. VT ROUTE 30 IS PRIMARILY BANKED AT A TYPICAL 2%. FROM APPROXIMATELY STA. 255+39.75 – STA. 262+25.00 THE ROAD BANKS TOWARD LAKE ST. CATHERINE, BUT ALL WATER LEAVING THE LEDGE WILL FLOW DIRECTLY INTO THE CATCHMENT DITCH.

TOPOGRAPHY:
THE PROJECT AREA CONSISTS OF A STEEP ROCKFACE TO THE EAST OF VT ROUTE 30. THE SLOPE ABOVE THE ROCK FACE IS APROXIMATELY A 1:1 SLOPE. VT ROUTE 30 GENERALLY FOLLOWS THE DITCH LINE SLOPE, ABOUT 2.5% AT ITS MAXIMUM.

VEGETATION:
THERE ARE TREES AND BRUSH GROWING ALONG THE ROCKFACE AND AT THE TOP OF THE ROCKFACE. THE TREES AND BRUSH GROWING AT THE TOP OF THE ROCKFACE HAVE THE ROOT SYSTEMS HANGING OVER THE EDGE, AND IN SOME INSTANCES THE TREES HANG OVER THE EDGE. AT THE TOE OF THE SLOPE IN THE DITCH THERE IS GRASS.

SOIL:
THE SOIL ON THE PROJECT SITE IS PRIMARILY COMPRISED OF PHYLLITE AND SLATE. THIS ROCK IS VERY WEATHERED AND CRACKED. LARGE PORTIONS OF THE ROCKFACE HAVE FALLEN INTO THE EXISTING CATCHMENT DITCH, OR THE ROADWAY. ON THE TOP OF THE ROCK, THERE IS TOPSOIL. THE ROCKFACE VARIES FROM TWENTY TO SIXTY FEET IN HEIGHT, AND EXTENDS FOR APPROXIMATLY ONE THOUSAND, FIVE HUNDRED FEET.

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 IS ONE WETLAND IN THE VICINTIY OF THE PROJECT SITE, LAKE ST. CATHERINE, HOWEVER, THERE WILL BE NO DISTURBANCE IN THIS AREA.

EROSION PREVENTION AND SEDIMENT CONTROL PLAN:

TEMPORARY AND PERMANENT EROSION CONTROL:
THIS PROJECT RESTRICTS EARTH DISTURBANCE AS SHOWN ON PLANS AND SECTIONS. DUE TO THE NATURE OF THE ROCKFACE, THERE WILL BE A LIMITED NEED FOR SEDIMENT CONTROL ON THIS PROJECT. THIS PROJECT HAS A LOW ERODABILITY POTENTIAL AS THE PORTION OF THE PROJECT EXPOSED TO STORM EVENTS IS PRIMARILY LEDGE. THE MAXIMUM GRADE PRESENT ON THIS DITCHLINE IS APPROXIMATELY 2.5%. THE ROADWAY IS ALSO ELEVATED SUCH THAT THERE IS LITTLE OR NO OFFSITE RUN-ON ANTICIPATED ON THE DISTURBED AREA DURING CONSTRUCTION. FLOW WILL BE LIMITED ONLY TO THAT WHICH ACCUMULATES WITHIN THE CATCHMENT DITCH DURING STORM EVENTS. IN LOCATIONS WHERE THERE IS NO CATCHMENT DITCH PRESENT, THE ROAD IS PRIMARILY BANKED TO THE EAST, PREVENTING RUN-OFF FROM CROSSING VT ROUTE 30 AND ENTERING LAKE ST. CATHERINE. HOWEVER, IN SOME LOCATIONS THE ROAD IS BANKED TOWARD LAKE ST. CATHERINE WHICH CREATES A POTENTIAL FOR OFFSITE RUN-ON TO ENTER THIS BODY OF WATER. BECAUSE OF THIS POTENTIAL, A ROW OF SEDIMENT LOG OR APPROVED EQUAL WILL BE PLACED AT THE BASE OF THE CONCRETE ROADWAY BARRIER TO PREVENT SEEPAGE AS DIRECTED BY ENGINEER. PAYMENT FOR INSTALLATION, MAINTANENCE, AND REMOVAL OF SEDIMENT LOG OR APPROVED EQUAL SHALL BE PAID FOR UNDER ITEM 620.00 MISCELLANEOUS FENCE (MOD.-SEDIMENT LOG). THIS WILL ADEQUATELY STOP ANY POTENTIAL RUN-OFF FROM THIS PROJECT, AND PREVENT IT FROM ENTERING LAKE ST. CATHERINE. THE INSTALLATION OF A CHECK DAM IN THE CATCHMENT DITCH AT STATION 262+00 BELOW THE DISTURBED AREA OF THE PROJECT WILL PREVENT SEDIMENT FROM LEAVING THE PROJECT. THE MAJORITY OF MATERIAL REMOVED FROM ROCKFACE WILL LIKELY BE NON-EROSIVE, LARGE PARTICLES. IF SCALED MATERIAL IS POTENTIALLY EROSIVE THEN IT SHALL BE REMOVED FROM CATCHMENT DITCH, WHERE CONCENTRATED FLOWS CAN OCCUR. EROSION JUTE MATTING WILL BE PLACED WITHIN THE CATCHMENT DITCH AT THE SOUTHERN LIMITS OF THE PROJECT, DUE TO A 2.5% SLOPE. THIS WILL ADEQUATELY PREVENT EROSION OF THE CATCHMENT DITCH.

STAGING, STOCKPILE, STORAGE, AND WASTE AREAS:
VERMONT AGENCY OF TRANSPORTATION HAS BEEN NOTIFIED THAT THE ADJACENT PROPERTY OWNER HAS REQUESTED A PARTIAL AMOUNT OF THE EXCESS MATERIAL. IT SHOULD BE NOTED, HOWEVER, THAT ALL WASTE STAGING, STOCKPILE, AND STORAGE AREAS MUST BE REVIEWED AND APPROVED BY THE STATE BEFORE DELIVERY OF ANY MATERIAL (SEE SPECIAL PROVISIONS).

A POTENTIAL STAGING AREA HAS BEEN IDENTIFIED APPROXIMATELY 1.5 MILES NORTH OF THE PROJECT LIMITS, AT THE LAKE ST. CATHERINE STATE PARK.
STAGING, STOCKPILE, STORAGE, AND WASTE AREAS SHALL BE DELINIATED WITH SNOW FENCE AND SHALL BE STABILIZED TO MINIMIZE EROSION. ERODIBLE MATERIAL STOCKPILED AT THESE SITES WILL BE ISOLATED WITH SILT FENCE. SOIL STOCKPILES WILL ALSO BE MULCHED IF THEY WILL BE UNDISTURBED FOR MORE THAN 48 HOURS, OR SEEDED AND MULCHED IF THEY WILL REMAIN UNDISTURBED FOR MORE THAN 30 DAYS. CONTRACTOR SHALL PROVIDE SPECIFIC EROSION PREVENTION AND SEDIMENT CONTROL PLANS FOR THESE AREAS.

PIKE'S EPSC PLAN
SUMBITTED 03-31-06
APPROVED 04-07-06

SUBSTANTIAL GROWTH AT
SITE AND WASTE AREA.
07-07-06

PROJECT: WELLS VT RTE. 30	PROJECT NO.: STP 015-2(7)S
DESIGN FILE NAME: /98b160/DESIGN/erosionNotes.Dgn	
IPARM FILE NAME:db160eronotes.)	PLOT DATE: 01-FEB-2006
DESIGNED BY: J. L. SCHULTZ	DRAWN BY: T. GUAZZONI
SQUAD LEADER: DELLASANTA	CHECKED BY:
EROSION NARRATIVE	SHEET: 11 OF 32