

EPSC PLAN NARRATIVE

1.1 PROJECT DESCRIPTION

PROJECT IS A GRADE CROSSING THAT INTERSECTS TH-26 (CAMPGROUND RD) IN NEW HAVEN. PROPOSED WORK INVOLVES THE UPGRADE OF THE GRADE CROSSING FROM A PASSIVE WARNING DEVICE TO AN ACTIVE WARNING DEVICE WITH FLASHERS AND GATES ALONG WITH THE REGRADING OF THE ROAD TO PROVIDE A SMOOTH RIDING SURFACE THROUGH THE CROSSING. TOWN HIGHWAY 26 CAMPGROUND ROAD TO CLOSE IN AREA OF WORK FOR 7 CONTINUOUS DAYS. ALL CONSTRUCTION SHALL BE COMPLETED WITHIN THE 7 DAY WORK WINDOW. NIGHT WORK WILL BE ALLOWED. TOTAL LENGTH OF PROJECT IS APPROXIMATELY 275 FEET OF ROADWAY AND 125 FEET OF RAILROAD.

NOTE: AREA OF DISTURBANCE INCLUDES LIMITS OF EARTH DISTURBANCE WITHIN THE PROJECT AREA, AS WELL AS WASTE, BORROW AND STAGING AREAS, AND OTHER EARTH DISTURBING ACTIVITIES WITHIN OR DIRECTLY ADJACENT TO THE PROJECT LIMITS AS SHOWN ON THE ATTACHED EPSC PLAN.

TOTAL AREA OF DISTURBANCE AS SHOWN ON THE ATTACHED EPSC PLAN IS APPROXIMATELY 0.45 ACRES.

IT IS ANTICIPATED THAT THIS PROJECT WILL LAST 7 DAYS.

1.2 SITE INVENTORY

1.2.1 TOPOGRAPHY

THE TOPOGRAPHY OF THE PROJECT SITE IS HILLY WITH BROAD FLOODPLAINS. THE PROJECT AREA CONSISTS OF WELL ESTABLISHED VEGETATION WITH A MIXTURE OF TREES, SHRUBS AND GRASS. TH-26 (CAMPGROUND RD) IS WITHIN THE PROJECT LIMITS.

1.2.2 DRAINAGE, WATERWAYS, BODIES OF WATER, AND PROXIMITY TO NATURAL OR MAN-MADE WATER FEATURES

A SMALL STREAM IS LOCATED SOUTHEAST OF THE GRADE CROSSING RUNNING SOUTHWEST UNDER THE RAILROAD TRACKS NEAR THE PROJECT SITE. THERE IS ONE CULVERT RUNNING UNDER THE TRACKS SOUTH OF THE GRADE CROSSING. DUE TO THE NATURE OF THE SURROUNDING TERRAIN THE PROJECT SITE WILL RUNOFF WATER TO A FEW NEARBY SLOPES.

1.2.3 VEGETATION

THE VEGETATION IN THE PROJECT AREA CONSISTS OF TREES, UNDERGROWTH AND GRASS. THE IMPACT TO VEGETATION WILL BE LIMITED TO THAT WHICH IS DIRECTLY AFFECTED BY RECONSTRUCTION OF THE ROADWAY ON THE CROSSING APPROACH. DISTURBED VEGETATION WILL BE REESTABLISHED WITH STANDARD SEED AND MULCH PRACTICES.

1.2.4 SOILS

ALL SOIL DATA CAME FROM THE U.S. DEPARTMENT OF AGRICULTURE SOIL CONSERVATION SERVICE FOR THE COUNTY OF ADDISON, VERMONT. SOILS ON THE PROJECT SITE ARE:

EXISTING RAILROAD AND ROADWAY IN THE AREA OF CAMPGROUND ROAD ARE ON AN EMBANKMENT. MATERIAL WAS LIKELY IMPORTED TO SITE TO BUILD THE EMBANKMENT.

SOIL BORINGS WERE COMPLETED AUGUST 1<sup>st</sup>, 2016.

NOTE: K-VALUES GENERALLY INDICATE THE FOLLOWING:

0.0-0.23 = LOW EROSION POTENTIAL  
0.24-0.36 = MODERATE EROSION POTENTIAL  
0.37 AND HIGHER = HIGH EROSION POTENTIAL

1.2.5 SENSITIVE RESOURCE AREAS

CRITICAL HABITATS: NO  
HISTORICAL OR ARCHEOLOGICAL AREAS: NO  
PRIME AGRICULTURAL LAND: NO  
THREATENED AND ENDANGERED SPECIES: NO  
WATER RESOURCE: NO  
WETLANDS: YES, IN ALL FOUR QUADRANTS OF THE GRADE CROSSING BUT NONE WILL BE AFFECTED BY THE PROJECT.

1.3 RISK EVALUATION

THIS PROJECT DOES NOT FALL UNDER THE JURISDICTION OF GENERAL PERMIT 3-9020 FOR STORMWATER RUNOFF FROM CONSTRUCTION SITES. SHOULD CHANGES PRIOR TO OR DURING CONSTRUCTION RESULT IN ONE OR MORE ACRES OF EARTH DISTURBANCE OR SHOULD THE PROJECT BECOME PART OF A LARGER PLAN OF DEVELOPMENT, THE CONTRACTOR WILL BE RESPONSIBLE FOR ANY ADDITIONAL PERMITTING.

1.4 EROSION PREVENTION AND SEDIMENT CONTROL

THE EROSION CONTROL PLANS ARE MEANT AS A GUIDELINE FOR PREVENTING EROSION AND CONTROLLING SEDIMENT TRANSPORT. THE PRINCIPLES OUTLINED IN THIS NARRATIVE CONSIST OF APPLYING MEASURES THROUGHOUT CONSTRUCTION OF THE PROJECT IN ORDER TO MINIMIZE SEDIMENT TRANSPORT TO THE RECEIVING WATERS. THE MEASURES INCLUDE STABILIZATION AND STRUCTURAL PRACTICES, STORM WATER CONTROLS AND OTHER POLLUTION PREVENTION PRACTICES. THEY HAVE BEEN PROPOSED BY THE DESIGNER AS A BASIS FOR PROTECTING RESOURCES AND WILL NEED TO BE BUILT UPON BASED ON THE SPECIFIC MEANS AND METHODS OF THE CONTRACTOR.

ALL MEASURES SHALL BE REGULARLY MAINTAINED AND SHALL BE CHECKED FOR SEDIMENT BUILD-UP. SEDIMENT SHALL BE DISPOSED OF AT AN APPROVED SITE WHERE IT WILL NOT BE SUBJECT TO EROSION.

1.4.1 MARK SITE BOUNDARIES

SITE BOUNDARIES AND AREAS CONSTRUCTION EQUIPMENT CAN ACCESS SHALL BE DELINEATED.

SILT FENCE, WOVEN WIRE REINFORCED SHALL BE USED AS DEMARCATION OF WORK LIMITS.

1.4.2 LIMIT DISTURBANCE AREA

PREVENTING INITIAL SOIL EROSION BY MINIMIZING THE EXPOSED AREA IS MUCH MORE EFFECTIVE THAN TREATING ERODED SEDIMENT. EARTH DISTURBANCE CAN BE MINIMIZED THROUGH CONSTRUCTION PHASING BY ONLY OPENING UP EARTH AS NECESSARY. THIS CAN LIMIT THE AREA THAT WILL BE DISTURBED AND EXPOSED TO EROSION. EMPLOY TEMPORARY CONSTRUCTION STABILIZATION PRACTICES IN INCREMENTAL STAGES AS PHASES CHANGE. FOR PROJECTS WHICH FALL UNDER THE CONSTRUCTION GENERAL PERMIT, ONLY THE ACREAGE LISTED ON THE PERMIT AUTHORIZATION MAY BE EXPOSED AT ANY GIVEN TIME.

MAINTAINING VEGETATED BUFFERS ALONG STREAM BANKS, WETLANDS OR OTHER SENSITIVE AREAS IS A CRUCIAL EROSION AND SEDIMENT CONTROL MEASURE THAT SHOULD BE ESTABLISHED WHEREVER POSSIBLE.

1.4.3 SITE ENTRANCE/EXIT STABILIZATION

TRACKING OF SEDIMENT ONTO PUBLIC HIGHWAYS SHALL BE MINIMIZED TO REDUCE THE POTENTIAL FOR RUNOFF ENTERING RECEIVING WATERS. INSTALLATION SHALL COINCIDE WITH THE CONTRACTORS PROGRESS SCHEDULE.

STABILIZED CONSTRUCTION ENTRANCES SHALL BE INSTALLED AS PROPOSED ON THE EPSC PLAN AND ANYWHERE EQUIPMENT WILL BE GOING FROM AREAS OF EXPOSED SOILS TO PAVED SURFACES.

1.4.4 INSTALL SEDIMENT BARRIERS

SEDIMENT BARRIERS SHALL BE UTILIZED TO INTERCEPT RUNOFF AND ALLOW SUSPENDED SEDIMENT TO SETTLE OUT. THEY SHALL BE INSTALLED PRIOR TO ANY UP SLOPE WORK.

SILT FENCE, WOVEN WIRE REINFORCED WILL BE INSTALLED AS PROPOSED ON THE EPSC PLAN.

1.4.5 DIVERT UPLAND RUNOFF

DIVERSIONARY MEASURES SHALL BE USED TO INTERCEPT RUNOFF FROM ABOVE THE CONSTRUCTION AND DIRECT IT AROUND THE DISTURBED AREA SO THAT CLEAN WATER DOES NOT BECOME MUDDIED WHILE TRAVELING OVER EXPOSED SOILS ON THE CONSTRUCTION SITE.

1.4.6 SLOW DOWN CHANNELIZED RUNOFF

CHECK STRUCTURES CAN BE UTILIZED TO REDUCE THE VELOCITY, AND THUS THE EROSION POTENTIAL, OF CONCENTRATED FLOW IN CHANNELS.

1.4.7 CONSTRUCT PERMANENT CONTROLS

PERMANENT STORMWATER TREATMENT DEVICES SHALL BE INSTALLED AS SHOWN ON THE PLANS.

1.4.8 STABILIZE EXPOSED SOILS DURING CONSTRUCTION

ALL AREAS OF DISTURBANCE MUST HAVE TEMPORARY STABILIZATION IN PLACE WITHIN 48 HOURS OF DISTURBANCE.

SURFACE ROUGHENING OF ALL EXPOSED SLOPES, COMBINED WITH TEMPORARY MULCHING, SHALL BE UTILIZED ON A REGULAR BASIS. BIODEGRADABLE EROSION CONTROL MATTING OR AN EQUIVALENT SHALL BE USED TO STABILIZE ALL SLOPES STEEPER THAN 1:3.

THE FORECAST OF RAINFALL EVENTS SHALL TRIGGER IMMEDIATE PROTECTION OF EXPOSED SOILS.

1.4.9 WINTER STABILIZATION

VARIOUS MEASURES SPECIFIC TO WINTER MAY BE NECESSARY SHOULD THE PROJECT EXTEND INTO WINTER (OCTOBER 15 THROUGH APRIL 15).

1.4.10 STABILIZE SOIL AT FINAL GRADE

EXPOSED SOIL MUST BE STABILIZED WITHIN 48 HOURS OF REACHING FINAL GRADE.

SEED, MULCH, FERTILIZER AND LIME SHALL BE USED TO ESTABLISH PERMANENT VEGETATION. FOR SLOPES STEEPER THAN 1:3, BIODEGRADABLE EROSION CONTROL MATTING OR AN EQUIVALENT SHALL BE USED INSTEAD OF MULCH.

1.4.11 INSPECT YOUR SITE

INSPECT THE PROJECT SITE BASED ON SPECIAL PROVISION REQUIREMENTS OR CONSTRUCTION GENERAL PERMIT AUTHORIZATION STIPULATIONS.

1.5 SEQUENCE AND STAGING

THIS SECTION WILL BE DEVELOPED BY THE CONTRACTOR USING THE GUIDANCE OUTLINED IN THE VTRANS EPSC PLAN CONTRACTOR CHECKLIST.

1.5.1 CONSTRUCTION SEQUENCE

1.5.2 OFF-SITE ACTIVITIES

IN ADDITION TO THE CONTRACTOR CHECKLIST ANY ACTIVITIES OUTSIDE THE CONSTRUCTION LIMITS SHALL FOLLOW SUBSECTIONS 105.25- 105.29 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION.

PROJECT NAME: NEW HAVEN	
PROJECT NUMBER: STP 2035 (19)	
FILE NAME: z13g606forms.dgn	PLOT DATE: 2/15/2017
PROJECT LEADER: R. O'BLENIS	DRAWN BY: W. TSE
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