

NARRATIVE

PROJECT DESCRIPTION

THIS PROJECT IS LOCATED APPROXIMATELY 2.45 MILES WEST OF THE INTERSECTION OF MIDDLE ROAD (T.H. 1) AND WALKER MOUNTAIN ROAD (T.H. 3) IN CLARENDON, VT AND PROCEEDS WESTERLY APPROXIMATELY 0.032 MILES ALONG WALKER MOUNTAIN ROAD (T.H. #3)

WORK TO BE PERFORMED FOR THIS PROJECT IS THE COMPLETE REMOVAL AND RECONSTRUCTION OF THE EXISTING SUPERSTRUCTURE, REHABILITATION OF EXISTING ABUTMENTS AND RE-CONSTRUCTION OF THE APPROACHES. THE NEW BRIDGE WILL BE CONSTRUCTED ALONG THE EXISTING ALIGNMENT, HOWEVER, THE VERTICAL ALIGNMENT HAS BEEN RAISED APPROXIMATELY 1'-3" ON THE WEST END AND APPROXIMATELY 4' ON THE EAST END TO ALLOW FOR DRAINAGE OFF THE EASTERN END OF THE BRIDGE. THE APPROXIMATE AREA OF EARTH DISTURBANCE FOR THIS PROJECT IS ESTIMATED TO BE 0.05 ACRES.

SITE INVENTORY AND ANALYSIS

WALKER MT. ROAD IS A PAVED ROADWAY, IT COMES FROM THE EAST AND TURNS SHARPLY TO THE NORTHWEST AFTER CROSSING THE RIVER, APPROXIMATELY 100 FEET WEST OF THE BRIDGE, GRAVEL PIT ROAD INTERSECTS WALKER MT. ROAD, GRAVEL PIT ROAD IS ALSO PAVED AND HEADS TO THE SOUTHWEST. BOTH ROADWAYS SLOPE UPWARD FROM THE BRIDGE WITH LAWNS ALONG THE WEST EDGE OF WALKER MT. ROAD AND ALONG BOTH EDGES OF GRAVEL PIT ROAD. THE AREA EAST OF THE BRIDGE IS WOODED ON THE NORTH SIDE OF WALKER MT. ROAD AND HAS LAWNS ON THE SOUTH SIDE, THE WOODS SLOPE AWAY FROM THE ROAD, WHILE THE LAWNS SLOPE UPWARD FROM THE ROAD.

THE CLARENDON RIVER RUNS DIRECTLY THROUGH THE SITE, TRAVELING FROM THE SOUTH TO THE NORTH. LOW LYING FIELDS ARE LOCATED ON BOTH SIDES OF THE RIVER NORTH OF THE BRIDGE. BEYOND THE FIELDS ARE STEEP WOODED BANKS THAT ASCEND TO WALKER MT. ROAD ON THE WEST AND MORE WOODS ON THE EAST. THERE IS A DITCH LINE ALONG THE EAST AND NORTH EDGE OF WALKER MT. ROAD WEST OF THE BRIDGE. WATER ON WALKER MT. ROAD EAST OF THE BRIDGE CASCADES OVER THE ROADWAY INTO THE FIELD AND WOODS TO ITS NORTH. THE BANKS SOUTH OF THE BRIDGE ARE STEEP AND WOODED. THEY START AT THE EDGE OF THE RIVER AND ASCEND TO THE LAWNS ON TOP OF THE BANKS. THERE IS A DITCH LINE ON THE SOUTH SIDE OF GRAVEL PIT ROAD WHICH CONTINUES ALONG THE SOUTH SIDE OF WALKER MT. ROAD, AT THE WOODS EDGE IT TURNS SOUTH AND GOES DOWN TO THE RIVER. EAST OF THE BRIDGE THERE IS A DITCH LINE NEXT TO THE SOUTHEAST CORNER OF THE ABUTMENT, ALL FOUR CORNERS OF THE ABUTMENTS ARE ERODED DUE TO WATER RUNNING AROUND THEIR ENDS.

AERIAL ELECTRICAL AND TELEPHONE LINES RUN ACROSS THE NORTH SIDE OF THE SITE FROM A POLE LOCATED APPROXIMATELY 40 FEET EAST OF THE EASTERN ABUTMENT ON THE SOUTH SIDE OF WALKER MT. ROAD, THERE IS AN OLD STONE FOUNDATION, WHICH IS CONSIDERED ARCHAEOLOGICALLY SENSITIVE, LOCATED EAST OF THE BRIDGE AND NORTH OF WALKER MT. ROAD ON LAND OWNED BY THE TOWN OF CLARENDON, THIS FOUNDATION SHALL REMAIN UNDISTURBED DURING CONSTRUCTION AND BARRIER FENCE SHALL BE PLACED ALONG THE SOUTH SIDE OF THE FOUNDATION PER THE EROSION AND SEDIMENT CONTROL PLAN.

THE ON-SITE SOILS CONSIST OF GRAVEL AND SAND PLACED DURING THE CONSTRUCTION OF THE EXISTING ABUTMENTS AND ROADWAY. THE SOIL ERODIBILITY COEFFICIENT RANGES FROM 0.23 AND LOWER, THEREFORE THE SOILS HAVE A LOW ERODIBILITY POTENTIAL.

THIS PROJECT DOES NOT FALL UNDER THE JURISDICTION OF CONSTRUCTION GENERAL PERMIT 3-9020 BASED ON THE PROJECT IMPACT AREA. 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 THEN THE SELECTED CONTRACTOR WILL BE RESPONSIBLE FOR ADDITIONAL PERMITTING WITH VANR VIA FILING OF THE APPROPRIATE NOTICE OF INTENT UNDER THE CONSTRUCTION GENERAL PERMIT PROCESS.

VEHICLE TRACKING PAD:
A VEHICLE TRACKING PAD SHALL BE USED, IF NECESSARY, TO PROVIDE A STABILIZED ENTRANCE TO ALL CONSTRUCTION AREAS AND TO ASSIST WITH THE REMOVAL OF SEDIMENT CAPTURED ON THE TIRES OF CONSTRUCTION VEHICLES ENTERING ONTO PUBLIC RIGHTS OF WAY OR STREETS. LOCATION OF VEHICLE TRACKING PAD(S) SHALL BE APPROVED BY THE ENGINEER AND THE ON-SITE COORDINATOR.

SILT FENCE:
SILT FENCE IS TO BE CONSTRUCTED AS SHOWN ON THE PLANS WITH PROPER EMBEDMENT AND ANCHORING, AS WELL AS ENDS THAT ARE "CURLED" UPHILL TO PROMOTE PONDING AND SETTLING OF SEDIMENT. SEE DETAILS ON SHEET 13.

TEMPORARY SEED AND MULCH:
ALL EXPOSED SOILS SHALL BE MULCHED WITHIN 48 HOURS IF NOT WORKED WITHIN 7 DAYS AND SEEDED AND MULCHED AND/OR MATTED WITHIN 48 HOURS IF NOT WORKED WITHIN 30 DAYS.

TEMPORARY EROSION MATTING:
TEMPORARY EROSION MATTING SHALL BE USED ON ANY SLOPE GREATER THAN 3H:1V, ON ALL DISTURBED DRAINAGE SWALES AND AS SHOWN ON THE PLANS. TEMPORARY EROSION MATTING SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS.

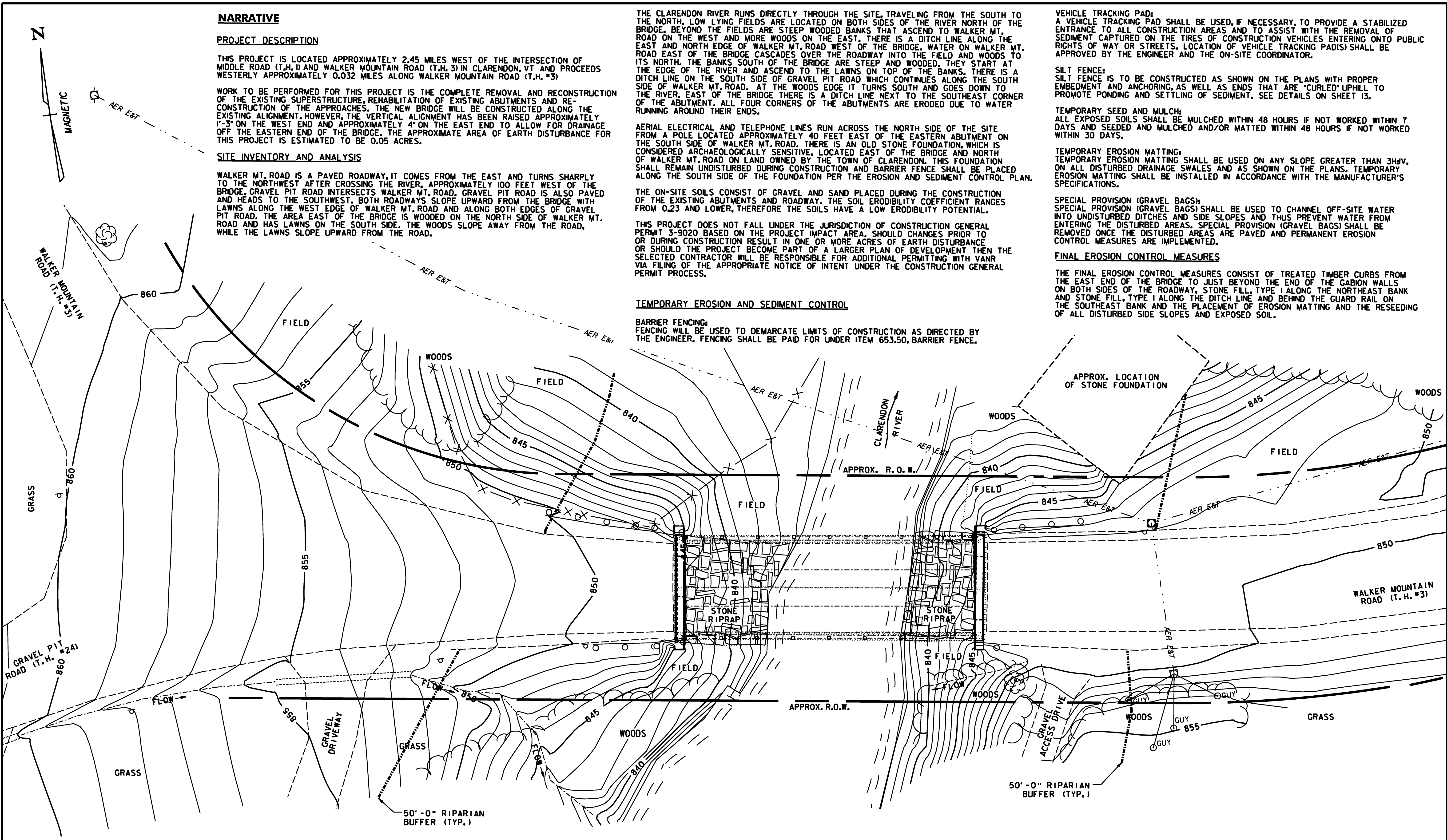
SPECIAL PROVISION (GRAVEL BAGS):
SPECIAL PROVISION (GRAVEL BAGS) SHALL BE USED TO CHANNEL OFF-SITE WATER INTO UNDISTURBED DITCHES AND SIDE SLOPES AND THUS PREVENT WATER FROM ENTERING THE DISTURBED AREAS. SPECIAL PROVISION (GRAVEL BAGS) SHALL BE REMOVED ONCE THE DISTURBED AREAS ARE PAVED AND PERMANENT EROSION CONTROL MEASURES ARE IMPLEMENTED.

FINAL EROSION CONTROL MEASURES

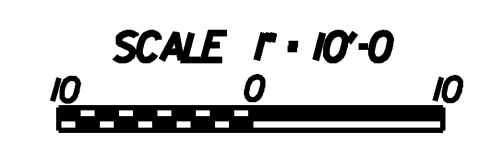
THE FINAL EROSION CONTROL MEASURES CONSIST OF TREATED TIMBER CURBS FROM THE EAST END OF THE BRIDGE TO JUST BEYOND THE END OF THE GABION WALLS ON BOTH SIDES OF THE ROADWAY, STONE FILL, TYPE 1 ALONG THE NORTHEAST BANK AND STONE FILL, TYPE 1 ALONG THE DITCH LINE AND BEHIND THE GUARD RAIL ON THE SOUTHEAST BANK AND THE PLACEMENT OF EROSION MATTING AND THE RESEEDING OF ALL DISTURBED SIDE SLOPES AND EXPOSED SOIL.

TEMPORARY EROSION AND SEDIMENT CONTROL

BARRIER FENCING:
FENCING WILL BE USED TO DEMARCATATE LIMITS OF CONSTRUCTION AS DIRECTED BY THE ENGINEER. FENCING SHALL BE PAID FOR UNDER ITEM 653.50, BARRIER FENCE.



SURVEYED BY:	VERMONT SURVEY CONSULT., INC.
SURVEYED DATE:	MAY 26, 2000
DATUM	
VERTICAL	NGVD 1988
HORIZONTAL	ASSUMED



PROJECT NAME:	CLARENDON
PROJECT NUMBER:	BHO 1443 (39)
FILE NAME:	...Drawing\10-clar-exist.dgn
PROJECT LEADER:	MJC
DESIGNED BY:	SEB
EXIST. COND. SITE PLAN & NARR.	
PLOT DATE:	7/2/2009
DRAWN BY:	SEB
CHECKED BY:	MJC
SHEET 10	OF 24