



Letter of Transmittal

To: Chris Williams
VTRANS
61 VALLEY VIEW
MENDON, VT 05701
Ph: (802)786-3812 Fax: (802)786-3810

Transmittal #: 25
Date: 6/18/2015
Job: M117 VTRANS CASTLETON BRF 015-2(10)

Subject: Submittal

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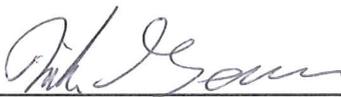
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Remarks: PLease see revised EPSC plan from our engineer Pathways.

Copy To: Jennifer Fitch (VTRANS), KEVIN TURE (W.M. SCHULTZ CONSTRUCTION)

From: MIKE GARN (W.M. SCHULTZ CONSTRUCTION)

Signature: 



PO Box 2620
Ballston Spa, NY 12020
Ph : 518 885-0060

Submittal

Job: M117
VTRANS CASTLETON BRF 015-2(10)
Castleton BRF 015-2
Route 30
Castleton, VT

Spec Section No: 652.10
Submittal No: 14
Revision No: 1
Sent Date: 6/18/2015

Spec Section Title:
Submittal Title: EPSC

Contractor:
W.M. Schultz Construction, Inc

Contractor's Stamp	
SCHULTZ CONSTRUCTION, INC.	
CONTRACT NO.	BRF 015-2 (10)
SUBMITTAL TITLE	EPSC
ITEM & SECT. NO.	652.10
LOCATION OF WORK	VT RT 30
SUB NO	14-1
DATE	6/17/15
REVIEWED BY	MG

VTRANS
Chris Williams

Architect's Stamp

Engineer's Stamp

Erosion Prevention and Sediment Control (EPSC)

For

State of Vermont Agency of Transportation (VTrans) Castleton BRF 015-2(10) Castleton, Vermont

Contractor and EPSC Contact:

W.M. Schultz Construction, Inc.
Post Office Box 2620
Ballston Spa, New York 12020
Phone: (518) 885-0060
Fax: (518) 885-0744

EPSC Plan Preparation Date:

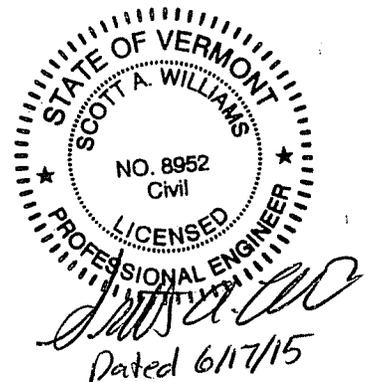
June 8, 2015
Revised: June 17, 2015

Estimated Project Dates:

Project Start Date: June 22, 2015
Project Completion Date: September 25, 2015

Project No. 12563

Prepared By:



PATHWAYS CONSULTING, LLC

Planning • Civil & Environmental Engineering • Surveying • Construction Assistance
240 Mechanic Street • Suite 100
Lebanon, New Hampshire 03766
(603) 448-2200 • Fax: (603) 448-1221 • www.pathwaysconsult.com

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1.0 EROSION PREVENTION AND SEDIMENT CONTROL NARRATIVE

1.1 Project Description

See Sheet 68 of the Contract Plans for information related to the project description prepared for the Vermont Agency of Transportation (VTrans) for this project.

1.2 Site Inventory

See Sheet 68 of the Contract Plans for information related to the site inventory, such as drainage characteristics, vegetation, soils, and sensitive areas, prepared for VTrans for this project.

1.3 Risk Evaluation

See Sheet 68 of the Contract Plans for information related to the risk evaluation prepared by the VTrans for this project. The project will disturb more than one acre of area (1.7 acres) and coverage under Vermont Agency of Natural Resources (VANR) Construction General Permit No. 3-9020 has already been obtained under Notice of Intent No. 7170-9020.A as a low risk site. In the event that changes are made prior to or during construction that result in additional disturbance beyond the area already approved under the current permit coverage and/or change the risk evaluation, the contractor shall be responsible for additional permitting with the VANR. A copy of the NOI is included in the Contract Documents, and the original risk evaluation is available from VTrans.

It should also be noted that the EPSC Plans enclosed in Appendix B include three off-site areas that will require temporary impacts outside the original disturbance limits depicted on the Contract Plans, as follows:

- Temporary access road, staging area, and crane pad northwest of the bridge on the Joyce Rider property (3,900 SF).
- Temporary access to railroad southeast of bridge on Charles Brown property (3,600 SF).
- Temporary staging northwest, northeast, and southeast of the bridge and a disposal area northeast of bridge on State of Vermont land (25,100 SF).

These additional areas amount to a total of approximately 38,200 SF of impacts outside the original disturbance limits. The Contractor may also utilize a separate existing sand pit owned by Charles Brown located off-site and not shown on the plans. The contractor has secured the necessary off-site approvals (described in the Section 1.5 - Off-Site Activities below) from the respective property owners, VTrans and VANR for usage of these areas.

1.4 Erosion Prevention and Sediment Control

See Sheets 69 to 82 of the Contract Plans for information related to general erosion prevention and sediment controls and typical details prepared for VTrans for this project. Please also refer to the VANR "Low Risk Site Handbook for Erosion Prevention and Sediment Control, August 2006," which is considered part of this EPSC Plan.

Section 1.5 provides a detailed construction sequence that identifies the type of work activity to be performed, the specific earth disturbances to be addressed, and specific erosion control measures (relating to the typical measures discussed on Sheets 68 to 82 of the Contract Plans) that will be implemented during each respective stage of work to prevent erosion, control sediment transport, and achieve timely stabilization of disturbed areas.

See also Appendix B for updated EPSC Plans that include detailed site-specific information provided by the Contractor to supplement the general EPSC Plan information provided in the Contract Plans, and document and address construction activities and related erosion and sediment controls to be implemented during construction.

The proposed locations of temporary staging, access roads and other specific information shown on the EPSC Plans were provided by the Contractor. The EPSC plans should be updated in the event that any changes are made to this approach.

1.5 Sequence and Staging

General Construction Phases: The overall project involves the removal and replacement of the existing bridge No. 93 that carries Vermont (VT) Route 30 over the Clarendon and Pittsford Railroad in Castleton, VT, as depicted on the Site Location Map provided in Appendix A. The project includes removal and replacement of the existing steel beam and concrete deck superstructure, concrete abutments, and concrete piers with related approach and rail work. The existing 29-foot wide bridge consists of three 36-foot spans for an overall length of 109 feet. The bridge will be replaced with a new 35-foot wide bridge with 70-foot single-span concrete superstructure supported by precast pre-stressed concrete next beams. The bridge work includes pile-supported integral abutments, precast wingwalls, and steel sheet piling in front of the abutments to allow lowering of the rail tracks. The project also includes precast bridge approach slabs, roadway approach work, widening of the roadway, new guardrail, lowering the road one foot, lowering the rail tracks to achieve vertical clearance, 385 feet of roadway work, 1,110 feet of rail work, associated traffic controls, temporary access and staging for the bridge work, earthwork, erosion and sediment controls, and site restoration.

The following is a general summary of the overall project phases anticipated for completion of this project:

- Phase 1 - During this phase, traffic will continue over the existing bridge and on VT Route 30 during the initial site setup that will include mobilization, installation of the various construction entrances, establishing staging areas, and/or other limited roadway work outside the travelway. Limited single-lane or partial lane closures will be utilized on each side of the road to accommodate the necessary work.
- Phase 2 - This phase will involve complete removal and replacement of the existing bridge superstructure and substructure, abutments, wingwalls, sheet piling, roadway and approach work. A limited duration road closure and off-site detour will be implemented to accommodate the necessary work.

- Phase 3 - This phase will involve completing the railroad work. A limited duration railroad closure will be implemented to accommodate the necessary work.
- Phase 4 - This phase will involve completion of any remaining roadway and approach work, final pavement, guardrail and shoulder treatments, embankment restoration, removal of all temporary access roads, staging areas, other temporary facilities, and final stabilization of all disturbed areas within the overall project area. At the completion of Phase 2 and 3, the new bridge and railroad corridor will be fully operational, allowing traffic to resume over the new bridge and railroad tracks. During this phase, limited single-lane road closures will be utilized on each side of the road to accommodate the necessary work.

Traffic Sequencing: Traffic control will be sequenced according to the various phases of work within the overall project area, as outlined above. During bridge removal and replacement work (Phase 2), the bridge and VT Route 30 will be temporarily closed for a limited time period, and traffic will be routed onto off-site detour(s) according to the approved traffic control plan. Once all necessary bridge work has been completed, VT Route 30 will be reopened for two-way traffic for the remainder of the project. There will also be a temporary railroad closure for a limited time period to allow completion of all railroad work (Phase 3). During initial site setup (Phase 1) and final site completion and restoration (Phase 4), partial lane closures and/or single-lane closures with alternating traffic patterns are anticipated to minimize disturbance of normal traffic flow through the work areas.

Dewatering Activities: Only limited dewatering may be necessary to remove groundwater during excavation associated with the replacement of abutments and pier footings during Phase 2 work. In the event that significant dewatering and treatment is necessary during the work, typical details have been included on the enclosed EPSC plans to address these activities. The EPSC plans include details for a dewatering sump, treatment basin, filter bag, and discharge outlet protection.

Temporary Staging and Access: Temporary access roads and construction staging/stockpile areas will be established in several locations within the overall project site, depending on the phase and location of the specific work activities. The following is a brief description of the temporary measures that will be implemented for each specific work area, as depicted on the enclosed EPSC Plans:

- Staging Area on the Joyce Rider Property (Off-Site) - A temporary staging area will be installed on the Joyce Rider property to the northwest side of the bridge. This area will be utilized for installing a crane pad that will be utilized during the bridge replacement (Phase 2) and general staging and storage of equipment, materials, etc. This area will also be available for any temporary stockpiling that may be needed during the project. This staging area will be installed during Phase 1 of the project and require a stabilized construction entrance from VT Route 30.

- Staging Area within the VT Route 30 Right-of-Way - The area on the north and south sides of the existing bridge will be utilized for temporary staging and access during the temporary road closure period within Phase 2, while the bridge replacement work is completed. Since this area is located within primarily paved surfaces, a short gravel tracking pad may be utilized in lieu of a full stabilized construction entrance on each side of the bridge work areas.
- Access Area on the Charles Brown Property (Off-Site) - A temporary access area will be utilized on the Charles Brown property to the southeast side of the bridge. This area will be utilized for establishing equipment and vehicle access to the railroad corridor during Phase 3 of the project. Although there is an existing gravel drive in this area, the drive will need to be regraded and widened for construction vehicles, and a stabilized construction entrance from VT Route 30 may also be necessary.
- State of Vermont Right-of-Way (Off-Site) – several additional areas located northwest, northeast and southeast of the bridge and within the right-of-way owned by the State of Vermont will be used for temporary staging during all phases of the work.
- VTrans Facility (Off-Site) - The nearby VTrans maintenance facility may also be utilized throughout the project by the contractor for general staging, storage, stockpiling of equipment and materials, and disposal of surplus fill materials. Since this is an existing state maintenance facility, it is also exempt from the typical off-site activities requirements for this project.

EPSC Plan Sequencing: Within each work phase, it is important to limit the area of disturbance to locations where construction activities are underway and stabilize them as quickly as possible. The installation of sediment and erosion controls will be sequenced according to the general sequencing of construction activities, provided by the contractor and outlined above, to minimize the duration and area of exposed soils within the limits of disturbance and to allow for efficient completion of work. Please refer to the construction schedule provided by the contractor for specific dates and details of each phase for all project work. Some variation in the sequence of construction activities and erosion control measures may eventually be necessary at each work area, depending on the specific site conditions and progress of work. In this case, the EPSC Plans and narrative will be updated by the Contractor as necessary to document these changes for the project site and specific activities.

While the contractor's intended sequence and schedule of work may be slightly different from the erosion control narrative provided on Sheet 68 of the Contract Plans, the general sequencing of the major construction activities within each work area provided in this narrative will be implemented. The following construction sequencing is intended to supplement the erosion control sequencing on Sheet 68 and provide some specific erosion and sediment control measures that will also be implemented during various construction activities for this project:

1. **Pre-Construction Meeting:** Conduct a pre-construction meeting, which should include the Contractor, the VTrans Resident Engineer, the

construction environmental engineer, and any other parties deemed necessary.

2. **Clearing Limits:** Flag all clearing limits with survey tape where tree or vegetation removal will be necessary.
3. **Wetland Limits:** Flag all wetland areas, including top of stream bank, with survey tape within project limits.
4. **Limits of Construction:** Install project demarcation fencing to delineate the limits of construction, which the Contractor will access with vehicles or equipment, or disturb during completion of all required work. This task shall include clearly delineating jurisdictional wetland areas that are permitted for disturbance or to remain undisturbed. Project demarcation fencing will generally be installed along the top of slopes above areas of excavation or to cordon off areas and to prevent access during unsafe working conditions. Barrier fence will be installed in place of project demarcation fence for all limits of construction within 100 feet of surface waters.
5. **Traffic Controls:** Install all necessary traffic controls for each phase of work in accordance with the Contract Plans and the VTrans requirements. Temporary traffic controls are anticipated to include separate road, railroad, and lane closures, temporary traffic barricades, jersey barriers, signalization warning signage, and markings, for each of the work phase outlined above, as well as additional temporary traffic controls for short-term lane closures as necessary during activities such as mobilization and demobilization, installation of temporary facilities, stabilized construction entrances, material deliveries, or movement of equipment and vehicles. This access may vary during the progress of work depending on the side of the road that will be closed off, and the requirement to maintain thru-lanes for one-way or two-way traffic.
6. **Perimeter Controls:** Install silt fence perimeter controls at the limit of disturbance. This task will include, at a minimum, a line of silt fence down-gradient of all temporary or permanent disturbances within the project limits, as shown on the EPSC Plans for each project phase. Additional silt fence will also be installed along the top of the river banks, at the top of slopes above areas of excavation, at the toe of graded slopes, limits of work, or other areas as necessary to control erosion and prevent sediment from impacting adjacent undisturbed areas and surface waters. Silt fence may also be needed down-gradient of temporary travelways and access roads, since significant grading and surface disturbances are possible during access road and staging area setup and usage. Silt fence will be installed parallel with the existing contours and where appropriate to protect downstream undisturbed areas. Woven wire silt fence will be installed in place of standard silt fence for all areas within 100 feet of surface waters.
7. **Tree Clearing:** Clear all trees and significant vegetation, in accordance with the project clearing limits or as directed by the Resident Engineer,

within previously flagged or fenced construction limits, and simultaneously install temporary stabilization measures, including temporary seed and mulch, wood chips, and/or crushed stone on disturbed areas. All disturbed slopes steeper than 3:1 will be protected with temporary erosion matting, where necessary.

8. **Stabilized Construction Entrances:** Grade and install stabilized construction entrances within each respective area and work phase, as shown on EPSC Plans, and/or as deemed necessary in the field. Since all the existing roadways within the project area are paved, stabilized construction entrances may only be required where the existing pavement and subbase materials have been removed, or during initial work to install temporary access roads. Stabilized construction entrances may only require short tracking pads where temporary access roads meet existing pavement as necessary to control tracking of sediment beyond the work areas, and to assist with dust control on each end of the work area. Full-length stabilized construction entrances may not be needed in most cases, and will be determined in the field. Some form of stabilized construction entrance or tracking pad is anticipated for each of the temporary access roads and staging areas, but not for temporary travelways that will be paved. Adequate traffic controls shall be in place in the vicinity prior to installing and using the stabilized construction entrances.

9. **Temporary Construction Access and Staging Areas:** The location of temporary construction access roads and staging areas are anticipated in several locations, as described above and as shown on the EPSC Plans. All necessary temporary stabilization, erosion controls, and surface runoff measures shall be installed simultaneously with grading activities to prevent erosion on disturbed areas, contain sediment, and convey stormwater through the disturbed areas, especially in any areas of concentrated drainage. This process may include, in addition to perimeter controls already installed, temporary culverts, drainage structures, diversion and stone-lined swales, stone check dams, temporary erosion matting on slopes, water bars, and temporary mulch. Where difficult or unsuitable soil conditions (wet, soft, etc.) are encountered within access roads or staging areas, temporary surface stabilization may require an application of crushed stone placed on geotextile fabric, as directed by the Resident Engineer. Stone fill or existing stone materials from areas to be excavated may be utilized for creating level staging pads adjacent to the work areas, if approved by the Resident Engineer. Once the temporary access roads or staging areas have been removed, all disturbed areas will be restored to previously existing grades and fully stabilized.

Temporary Access Roads: Where temporary access roads have to be benched into the existing slopes, stormwater runoff from up-gradient areas may concentrate along the perimeter silt fence at the toe of slope, and a temporary diversion ditch may be necessary along this silt fence to convey drainage to a discharge point into the existing stream channel. Stone check dams and/or stone lining shall be installed along the silt fence as necessary to control flow velocity, contain sediment, and limit turbidity at

the discharge point. Temporary erosion matting shall be installed on all cut and fill slopes steeper than 3:1 within 48 hours of slope grading and prior to any rain events. Water bars may be installed along the surface of the access road at 50-foot intervals as necessary to control runoff. All related erosion controls shall be in place prior to utilizing access roads. Any portion of the access roads that are installed below the ordinary high water level of surface waters (e.g., Thatcher Brook and unnamed tributary) shall consist of clean stone fill with minimal fine materials. Geotextile filter fabric is also recommended below any stone fill that is placed in surface waters to minimize impacts to existing vegetation and bed materials.

Staging and Stockpiling: Where additional staging areas are located outside immediate work areas, such as on level terrain within the right-of-way (ROW), within lane closures, or on off-site areas, additional surface water, or erosion controls are required as the specific field conditions dictate. Earth stockpiles shall be temporarily stabilized with seed and mulch if the duration of exposure is expected to be greater than 14 days. Silt fence shall be placed on the down-gradient side only if necessary to contain stockpiled materials and prevent sediment from being washed into the existing ditches, stream, or onto undisturbed areas. The Contractor may utilize temporary lane closures along roads adjacent to the work areas for equipment or material delivery, such as concrete trucks, if approved by the Resident Engineer.

Off-Site Staging and Disposal Area: Activities that will take place at approved off-site areas shall adhere to all applicable erosion and sediment control requirements contained in this EPSC Plan, property owner requirements, and other applicable requirements contained in the VTrans approval of this area. This may include installation of stabilized construction entrances, site perimeter controls, perimeter controls around stockpile areas, and stabilization measures, where necessary, at the off-site locations, as determined in the field. The off-site areas shall also be monitored in conjunction with on-site areas for the entire duration of usage and until all disturbed areas have been fully stabilized.

10. **Dewatering Measures:** Setup dewatering measures prior to any excavation or disturbances that are anticipated to encounter groundwater, or collect surface water in accordance with the approved EPSC Plan. This task is not anticipated based on the limited nature of the work, but is possible during bridge abutment and pier construction. If high groundwater conditions are encountered within footing/foundation excavation, a temporary cofferdam, dewatering sump and pump systems and associated treatment measures shall be incorporated for each location, as needed, and in accordance with the typical details provided within this EPSC Plan.

Containment Area Dewatering: The containment area within required excavations where groundwater is present will be dewatered as necessary by a separate dewatering sump and pump system with dewatering

treatment measures located on the upland, as detailed in this EPSC Plan. The dewatering sump within the containment area is intended to maintain semi-dry working conditions during bridge foundation/footing construction, excavation and backfill, to limit the amount of sediment and turbid water conveyed from the containment to the dewatering treatment area, and prevent the discharge of sediment and turbidity to downstream areas. It is critical that the Contractor maintains the sump and pump system constantly to ensure that the suction intake is flowing clearly, not clogged, and functioning as intended. The discharge hose extending to the dewatering treatment area should be adequately supported as necessary to prevent shifting or separation at the pipe joints, or any unexpected discharge outside the contained areas.

The dewatering treatment areas will consist of, at a minimum, a filter bag fitted to the end of the pump discharge hose, to remove sediment and turbidity prior to discharge to off-site areas. The approximate location of the dewatering area shall be reviewed with VTrans prior to implementation, and may need to be adjusted in the field to ensure that discharge will flow away from active work areas. Dewatering treatment measures shall be adequately sized to handle potential flow volumes expected from dewatering activities, and may require additional treatment measures if sediment and turbidity is not adequately removed. Additional erosion, sediment, and turbidity control measures may be necessary to control the flow velocity, remove excess sediment not contained by the filter bag, and limit turbidity from being discharged onto adjacent areas. Additional measures may include a stone check dam, stone and fabric check dam, stone lining installed along the down-gradient silt fence, erosion control matting or a dewatering treatment basin (hay bale or stone berm lined with fabric) as necessary to contain sediment and turbidity at the discharge point, and provide the necessary storage capacity to adequately treat and remove sediment and turbidity.

Dewatering measures shall remain in place and operational, until such time as the work below the water level is complete, disturbed areas are fully restored and stabilized, and all potential sources of sediment or contamination have been eliminated. Once this condition is achieved, the dewatering systems can be removed.

11. **Bridge Pier Removal and Replacement Work:** Complete bridge pier removal, excavation, and replacement work, as specified in the Contract Plans. Prior to any concrete work below groundwater level, dewatering measures shall be in place and operating to limit water within the respective work areas and contain sediment and/or concrete contamination.

During any concrete work, the Contractor shall also ensure that no excess grout, concrete, or associated washwater is allowed to pass into downstream surface waters during these operations. A separate dewatering sump and treatment measures may be needed around isolated areas during concrete work to prevent mixing of waters contaminated with

concrete with other dewatering flows, as deemed necessary by the Resident Engineer.

If any additional dewatering from areas contaminated with concrete is deemed necessary during concrete work, dewatering flows shall be pumped to a treatment basin, or a filter bag with additional treatment measures, since a filter bag alone is not typically adequate for removing the fine particles and turbidity associated with concrete contamination. A detail has been provided on the EPSC Plans in the event that this additional treatment measure is needed. The Contractor shall continuously monitor the filter bag and/or treatment basin throughout the duration of these activities to ensure that adequate filtration is achieved, and that no untreated water escapes from these areas.

12. **Remove Temporary Access Roads and/or Staging Areas:** Remove all temporary construction access roads, staging areas, cofferdams, and dewatering measures once work is completed in these areas.
13. **Remaining Roadway Work:** Complete all remaining roadway and embankment work, including granular backfill, subbase, roadway surface course, shoulder, guardrail, and other work. All disturbed areas within the work areas shall be contained with perimeter controls until all areas have been fully stabilized.
14. **Final Stabilization:** Install landscaping and final stabilization within 48 hours of final grading activities for all disturbed areas including topsoiling, permanent seeding, mulching, sodding (if deemed necessary), mulch netting, erosion matting, and stone fill.
15. **Site Cleanup:** Remove stabilized construction entrances and stabilize with permanent seed, mulch, and erosion matting as necessary. Remove all temporary erosion and sediment control measures, and perimeter controls once final stabilization has been achieved for all disturbed areas. Remove traffic controls and reestablish normal traffic patterns once work has been deemed complete, or as directly by the Resident Engineer.
16. **On-going Monitoring and Maintenance Activities:** The Contractor shall continuously inspect and maintain all erosion and sediment control measures. Additional inspections shall be required by the On-Site Plan Coordinator and/or EPSC Plan Monitor on a weekly basis and after every rain event in which runoff is discharged from the site. The following Best Management Practices (BMPs) measures are recommended throughout duration of construction:
 - The On-Site Plan Coordinator should utilize Accuweather website (www.accuweather.com) or other appropriate service to predict precipitation events that could impact stream flows and erosion controls. The Contractor shall be prepared to install all erosion and sediment controls prior to rain events.

- The Contractor shall have all necessary erosion control equipment and materials, including mulch and mulching equipment, on-site for the duration of work in order to stabilize disturbed slopes, inlets, outlets, and any other areas of potential concern.
- Maintain dust control in current work area at all times.
- Unpaved roadway areas intended for overnight travel shall be treated with water or another approved dust control product (e.g., Calcium Chloride) prior to the end of the work day.
- Continuously inspect and maintain all stormwater, erosion, and sediment control measures throughout construction, until disturbed areas have been stabilized.
- Remove trapped sediment from erosion and sediment control measures as appropriate for each type of BMP utilized, and as directed.
- Monitoring of the EPSC and erosion controls shall continue prior to, during, and after weather conditions that could cause erosion and or sedimentation issues. The Contractor shall also anticipate the need to return to the site to address any deficiencies, as directed, on a very short time frame.

17. **Site Completion:** Upon completion of each work phase, all disturbed areas must be stabilized.

Off-Site Activities: All work related to this project is anticipated to be within the bounds of the VTrans ROW, with the exception of several temporary off-site access and staging areas where there is inadequate room for the necessary construction activities. It is the responsibility of the Contractor to secure authorization for access on adjacent properties as necessary to allow work to be undertaken outside the ROW.

The project will generate a limited amount of vegetation from tree clearing activities and typical construction related debris. Any debris that requires removal from the project site will be disposed of by the Contractor in accordance with any applicable laws and regulations. All excavated soil materials (such as topsoil, soil, boulders, rock, etc.) will remain on-site and shall be utilized in final grading and stabilization of disturbed areas, to the extent possible. It is anticipated that the Contractor will need to import limited volumes of stone fill and other select materials to establish finished grades within the work areas.

The Contractor intends to utilize three off-site abutting areas, and one separate site, for construction access, staging, storage of equipment and materials, and disposal of excess materials, as identified on the four “Off-Site Activity Submittal” forms included in Appendix D. The three off-site abutting areas include the Joyce Rider property, an off-site area to the northwest of the project area, the Charles Brown property to the southeast of the site, and the VTrans maintenance facility to the northeast of the project area, as described in Section 1.5 above. The Contractor has also secured permission to utilize a separate sand pit, also owned by Charles Brown. Each of these sites have been reviewed and approved by VTrans, and the property owners have agreed to allow the Contractor to use the properties. The Contractor shall adhere to all applicable conditions of

this approval, including installation, maintenance, and monitoring of general erosion and sediment controls at this location, as necessary, and in accordance with this EPSC Plan. Additional erosion and sediment control requirements have been incorporated into the construction sequence in Section 1.5 above.

EPSC Plan Updates: The EPSC Plan is a document that must be amended to reflect changes occurring at the site. Revisions to the EPSC Plan may include additions of new BMPs, replacement of failed BMPs, significant changes in the activities or their timing on the project, changes in personnel, changes in inspection and maintenance procedures, and updates to the site plans. All revisions to the EPSC Plan should be documented on the revision documentation form provided in Appendix E.

If construction activities or design modifications are made that could impact the measures shown on the enclosed EPSC Plans, this EPSC Plan and this narrative will be amended appropriately, and include a description of the new activities, and the planned erosion control measures to be implemented.

1.6 Contact Information/Responsible Parties

<i>VTRANS PROJECT CONTACT</i>	<i>PHONE/FAX/MOBILE</i>	<i>ADDRESS</i>
Chris Williams, Resident Engineer VTrans Construction	Mobile: (802) 498-4170	Field Office: 42 North Main Street Rochester, Vermont 05767
Mark Mackintosh, Regional Engineer VTrans Construction	Phone: (802) 828-3042 Fax: (802) 828-3566	One National Life Drive Montpelier, Vermont 05633-5001
Jennifer Fitch, Project Manager VTrans Structures	Phone: (802) 828-3042 Fax: (802) 828-3566	
William H. Farley, P.E., CPESC Assistant Construction Environmental Engineer VTrans Construction	Phone: (802) 828-5483 Fax: (802) 828-2795 Mobile: (802) 279-8143	
<i>CONTRACTOR and EPSC CONTACT</i>		
Kevin Ture, Project Manager W.M. Schultz Construction, Inc.	Phone: (518) 885-0060 X221 Fax: (518) 885-0744 Mobile: (518) 956-0255	Post Office Box 2620 Ballston Spa, New York 12020
<i>ON-SITE PLAN COORDINATOR and EMERGENCY 24-HOUR CONTACT</i>		
Tom Jackson, Site Superintendent and On-Site Plan Coordinator W.M. Schultz Construction, Inc.	Phone: (518) 885-0060 Fax: (518) 885-0744 Mobile: (518) 867-5986	Post Office Box 2620 Ballston Spa, New York 12020
<i>EPSC PLAN PREPARER and MONITOR (AS NEEDED)</i>		
Scott A. Williams, P.E. (VT#8952) Pathways Consulting, LLC	Phone: (603) 448-2200 Fax: (603) 448-1221 Mobile: (203) 722-5690	240 Mechanic Street, Suite 100 Lebanon, New Hampshire 03766

EPSC Responsibilities:

The On-Site Plan Coordinator shall be responsible for the following duties:

- Compliance with the EPSC Plan and other applicable documents.
- Implementing the EPSC Plan, committing resources to implement BMPs.

- Training of all staff and subcontractors as necessary to make them aware of the BMPs, control measures, and good-housekeeping procedures that must be implemented on the project site.
- Installing structural stormwater controls.
- Supervising and implementing good housekeeping programs, such as site cleanup and disposal of trash and debris, hazardous material management and disposal, and vehicle and equipment maintenance.
- Daily monitoring of the site conditions, erosion and stormwater controls, and BMPs in accordance with the Contract documents, VTrans Standard Specifications, and approved EPSC Plan requirements.
- Conducting routine inspections of the site to ensure all BMPs are being implemented and maintained, and follow-up reporting using the Inspection form provided in Appendix C.
- Maintaining the BMPs.
- Documenting changes to the EPSC Plan using the form in Appendix E.
- Communicating changes in the EPSC Plan to people working on the site.
- Subcontractor compliance with the EPSC Plan.

The EPSC Plan Monitor shall be responsible for the following duties:

- Conducting periodic (as needed) monitoring of the site conditions, erosion and stormwater controls, BMPs in accordance with the approved EPSC Plan requirements, and follow-up reporting using the Inspection form provided in Appendix C.
- Recommendations relating to EPSC Plan and BMPs.

1.7 Schedule

The project is scheduled for start around June 22, 2015, with actual construction beginning shortly thereafter. Mobilization and site setup (Phase 1) will run between June 11 and July 6. The bridge and VT Route 30 closure period will be from July 6 to July 31 for removal and replacement of the bridge (Phase 2). The railroad closure period will be from August 3 to August 16 for completion of the railroad work (Phase 3). Final site work and restoration activities are scheduled for completion around August 31. Final completion is scheduled for September 25, 2015.

The specific schedule for construction activities at the site location are not known at this time, but the Contractor has provided a preliminary schedule of all project related activities. Once a more specific schedule is determined, dates should be added to this EPSC Plan, as appropriate.

1.8 Inspection Form

The site shall be monitored in accordance with the conditions of the approved EPSC Plan. The On-Site Plan Coordinator and/or EPSC Plan Monitor shall visit the site on a weekly basis and after every rain event to observe the conditions of surface water and erosion controls. The Inspection Form has been provided in Appendix C for use during all on-site inspections.

A maintenance inspection report will be made after each inspection by the On-Site Plan Coordinator and/or EPSC Plan Monitor. A copy of the completed form shall be filed with the VTrans, attached to this document for reference and tracking, and maintained on-site during the entire construction project. Following construction, the completed forms will be retained at the construction manager's office for a minimum of three (3) years.

2.0 EROSION PREVENTION AND SEDIMENT CONTROL PLANS

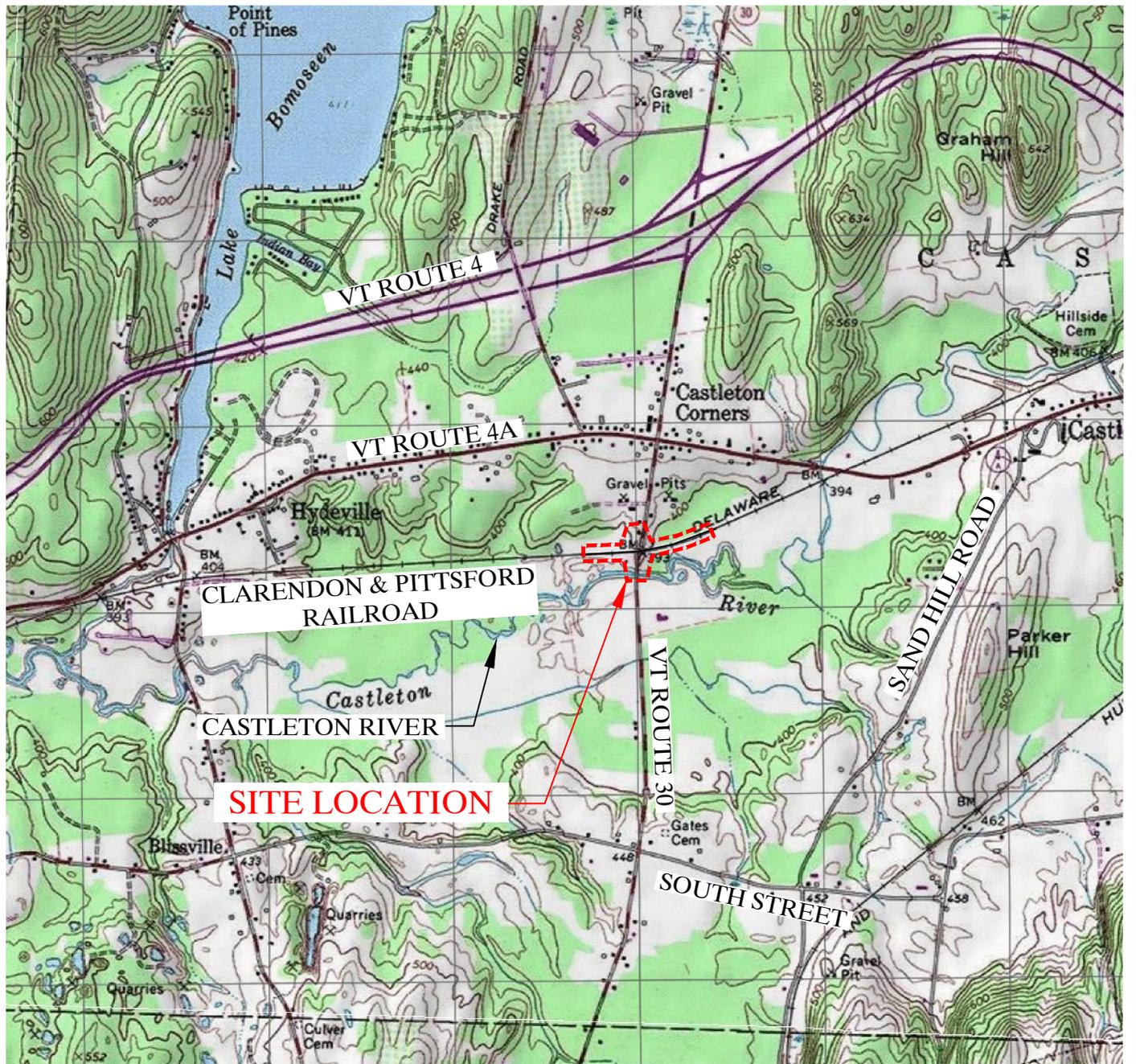
EPSC Plans for this project are included in Appendix B. The EPSC plans also include the following information:

- Direction(s) of stormwater flow and approximate slopes before and after major grading activities;
- Areas of soil disturbance;
- Areas that will not be disturbed;
- Natural features to be preserved;
- Locations of major structural and non-structural BMPs identified in the EPSC;
- Locations and timing of stabilization measures;
- Locations of storm drain inlets;
- Standard Erosion Control Specifications;
- Construction Sequencing;
- Winter Construction Notes; and
- Erosion Control Details.

This EPSC Plan document shall be updated during construction activities in order to identify each type of erosion and sediment control BMP that will be utilized.

APPENDICES

**APPENDIX A
SITE LOCATION MAP**



1,219.0 0 610.00 1,219.0 Meters

WGS_1984_Web_Mercator_Auxiliary_Sphere
© Vermont Agency of Natural Resources



Pathways Consulting, LLC
240 Mechanic Street, Suite 100
Lebanon, New Hampshire 03766
(603) 448-2200 FAX: (603) 448-1221

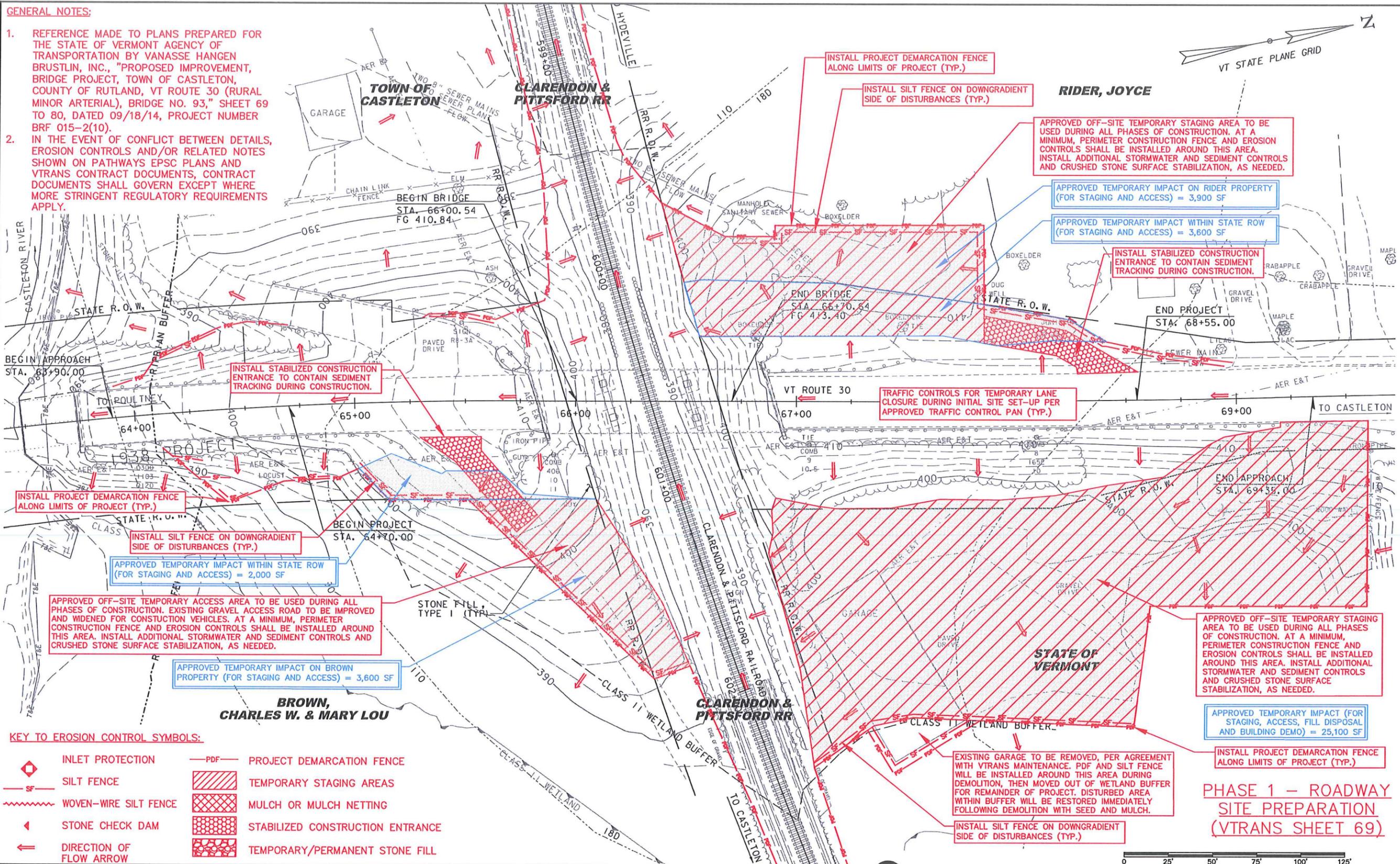
SITE LOCATION MAP FOR
VTRANS CASTLETON BR# 015-2(10)
VT ROUTE 30 AND CLARENDON & PITTSFORD RAILROAD, CASTLETON, VERMONT

SCALE: AS SHOWN
DESIGNED BY: SAW
DRAWN BY: SAW
CHECKED BY: SAW
DATE: 06/04/15
PROJ. NO. 12563

APPENDIX B
EPSC PLANS

GENERAL NOTES:

1. REFERENCE MADE TO PLANS PREPARED FOR THE STATE OF VERMONT AGENCY OF TRANSPORTATION BY VANASSE HANGEN BRUSTLIN, INC., "PROPOSED IMPROVEMENT, BRIDGE PROJECT, TOWN OF CASTLETON, COUNTY OF RUTLAND, VT ROUTE 30 (RURAL MINOR ARTERIAL), BRIDGE NO. 93," SHEET 69 TO 80, DATED 09/18/14, PROJECT NUMBER BRF 015-2(10).
2. IN THE EVENT OF CONFLICT BETWEEN DETAILS, EROSION CONTROLS AND/OR RELATED NOTES SHOWN ON PATHWAYS EPSC PLANS AND VTRANS CONTRACT DOCUMENTS, CONTRACT DOCUMENTS SHALL GOVERN EXCEPT WHERE MORE STRINGENT REGULATORY REQUIREMENTS APPLY.



KEY TO EROSION CONTROL SYMBOLS:

- | | | | |
|--|-------------------------|--|----------------------------------|
| | INLET PROTECTION | | PROJECT DEMARCATION FENCE |
| | SILT FENCE | | TEMPORARY STAGING AREAS |
| | WOVEN-WIRE SILT FENCE | | MULCH OR MULCH NETTING |
| | STONE CHECK DAM | | STABILIZED CONSTRUCTION ENTRANCE |
| | DIRECTION OF FLOW ARROW | | TEMPORARY/PERMANENT STONE FILL |

REVISION NO.	DATE	DESCRIPTION	MADE BY	CHECKED BY	APPROVED BY
2	06/17/15	REVISIONS TO OFF-SITE AREAS	SAW	RJF	SAW
1	06/16/15	REVISIONS TO OFF-SITE AREAS	SAW	RJF	SAW

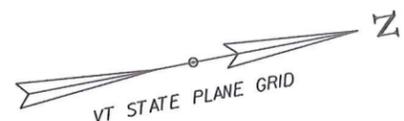
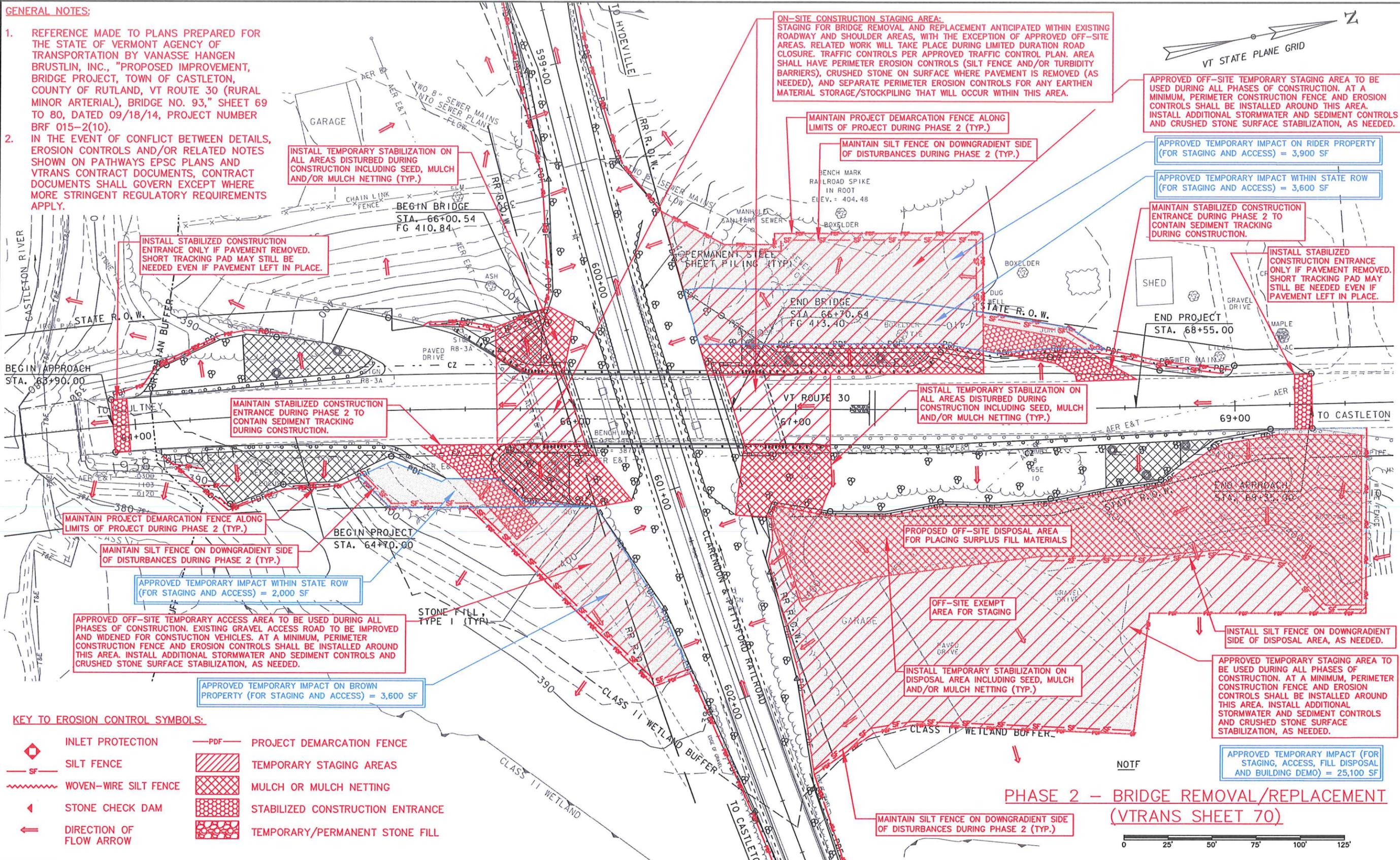
EROSION PREVENTION AND SEDIMENT CONTROL PLAN (PHASE 1 - ROADWAY) FOR W.M. SCHULTZ CONSTRUCTION, INC.
VERMONT AGENCY OF TRANSPORTATION - CASTLETON BRF 015-2(10)
 VERMONT ROUTE 30 AND CLARENDON & PITTSFORD RAILROAD, CASTLETON, VERMONT

PATHWAYS CONSULTING, LLC
 240 MECHANIC STREET, SUITE 100
 LEBANON, NEW HAMPSHIRE 03766
 (603) 448-2200

SCALE: 1" = 40'	1
DESIGNED BY: SAW	
DRAWN BY: SAW	
CHECKED BY: SAW	
DATE: 06/08/15	
PROJ. NO. 12563	SHEET 1 OF 10

GENERAL NOTES:

1. REFERENCE MADE TO PLANS PREPARED FOR THE STATE OF VERMONT AGENCY OF TRANSPORTATION BY VANASSE HANGEN BRUSTLIN, INC., "PROPOSED IMPROVEMENT, BRIDGE PROJECT, TOWN OF CASTLETON, COUNTY OF RUTLAND, VT ROUTE 30 (RURAL MINOR ARTERIAL), BRIDGE NO. 93," SHEET 69 TO 80, DATED 09/18/14, PROJECT NUMBER BRF 015-2(10).
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KEY TO EROSION CONTROL SYMBOLS:

- INLET PROTECTION
- SILT FENCE
- WOVEN-WIRE SILT FENCE
- STONE CHECK DAM
- DIRECTION OF FLOW ARROW
- PROJECT DEMARCATION FENCE
- TEMPORARY STAGING AREAS
- MULCH OR MULCH NETTING
- STABILIZED CONSTRUCTION ENTRANCE
- TEMPORARY/PERMANENT STONE FILL

PHASE 2 – BRIDGE REMOVAL/REPLACEMENT (VTRANS SHEET 70)



REVISION NO.	DATE	DESCRIPTION	MADE BY	CHECKED BY	APPROVED BY
2	06/17/15	REVISIONS TO OFF-SITE AREAS	SAW	RJF	SAW
1	06/16/15	REVISIONS TO OFF-SITE AREAS	SAW	RJF	SAW

EROSION PREVENTION AND SEDIMENT CONTROL PLAN (PHASE 2 – ROADWAY) FOR W.M. SCHULTZ CONSTRUCTION, INC.

VERMONT AGENCY OF TRANSPORTATION - CASTLETON BRF 015-2(10)

VERMONT ROUTE 30 AND CLARENDON & PITTSFORD RAILROAD, CASTLETON, VERMONT

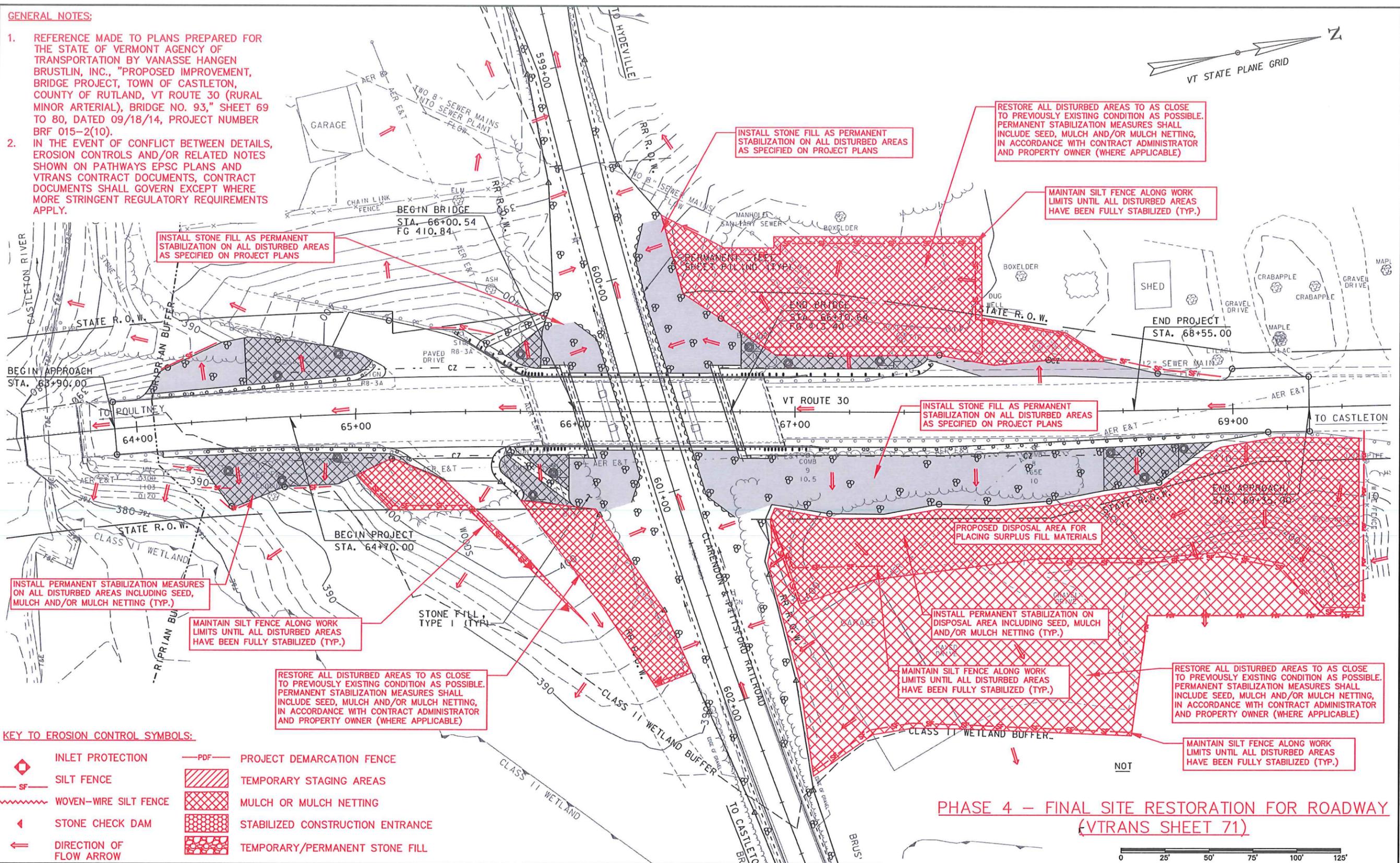
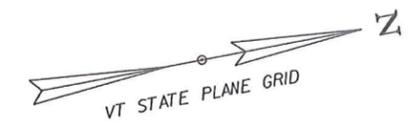
PATHWAYS CONSULTING, LLC

240 MECHANIC STREET, SUITE 100
LEBANON, NEW HAMPSHIRE 03766
(603) 448-2200

SCALE: 1"= 40'
DESIGNED BY: SAW
DRAWN BY: SAW
CHECKED BY: SAW
DATE: 06/08/15
PROJ. NO. 12563

GENERAL NOTES:

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KEY TO EROSION CONTROL SYMBOLS:

	INLET PROTECTION		PROJECT DEMARCATION FENCE
	SILT FENCE		TEMPORARY STAGING AREAS
	WOVEN-WIRE SILT FENCE		MULCH OR MULCH NETTING
	STONE CHECK DAM		STABILIZED CONSTRUCTION ENTRANCE
	DIRECTION OF FLOW ARROW		TEMPORARY/PERMANENT STONE FILL

PHASE 4 – FINAL SITE RESTORATION FOR ROADWAY (VTRANS SHEET 71)

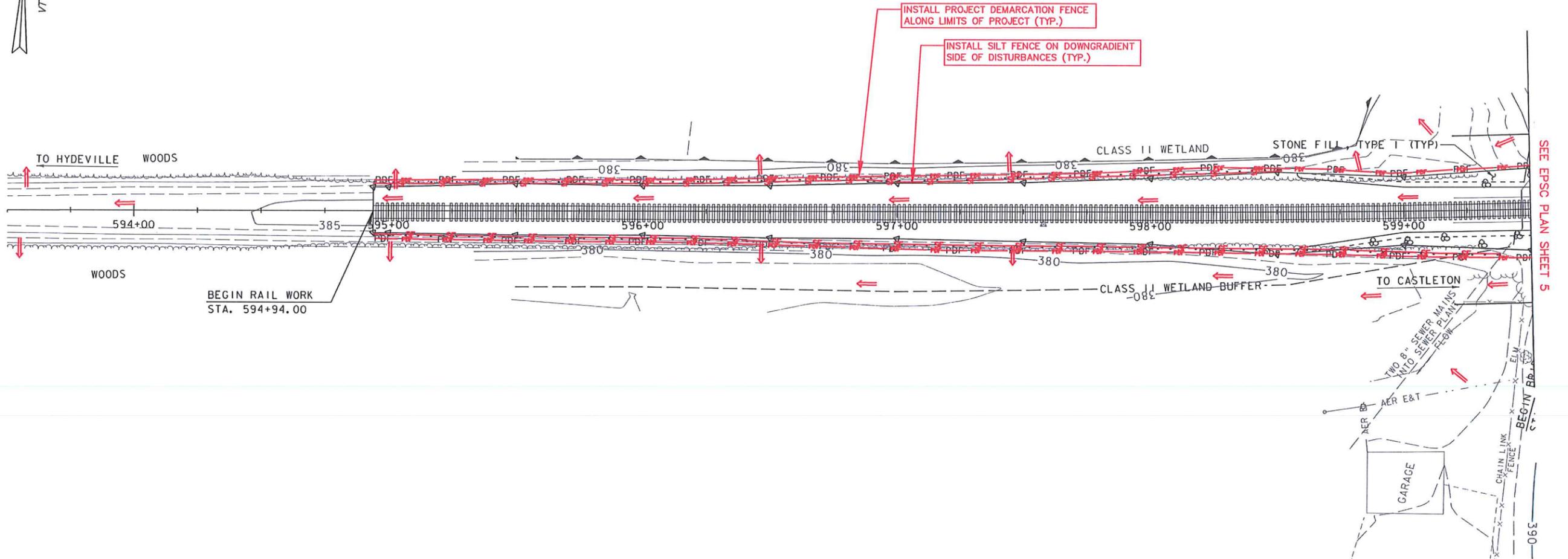
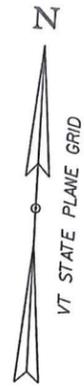


REVISION NO.	DATE	DESCRIPTION	MADE BY	CHECKED BY	APPROVED BY
2	06/17/15	REVISIONS TO OFF-SITE AREAS	SAW	R.F.	SAW
1	06/16/15	REVISIONS TO OFF-SITE AREAS	SAW	R.F.	SAW

EROSION PREVENTION AND SEDIMENT CONTROL PLAN (PHASE 4 – ROADWAY) FOR W.M. SCHULTZ CONSTRUCTION, INC.
VERMONT AGENCY OF TRANSPORTATION - CASTLETON BRF 015-2(10)
 VERMONT ROUTE 30 AND CLARENDON & PITTSFORD RAILROAD, CASTLETON, VERMONT

PATHWAYS CONSULTING, LLC
 240 MECHANIC STREET, SUITE 100
 LEBANON, NEW HAMPSHIRE 03766
 (603) 448-2200

SCALE: 1" = 40'
 DESIGNED BY: SAW
 DRAWN BY: SAW
 CHECKED BY: SAW
 DATE: 06/08/15
 PROJ. NO. 12563



KEY TO EROSION CONTROL SYMBOLS:

- | | | | |
|--|-------------------------|--|----------------------------------|
| | INLET PROTECTION | | PROJECT DEMARCATION FENCE |
| | SILT FENCE | | TEMPORARY STAGING AREAS |
| | WOVEN-WIRE SILT FENCE | | MULCH OR MULCH NETTING |
| | STONE CHECK DAM | | STABILIZED CONSTRUCTION ENTRANCE |
| | DIRECTION OF FLOW ARROW | | TEMPORARY/PERMANENT STONE FILL |

GENERAL NOTES:

1. REFERENCE MADE TO PLANS PREPARED FOR THE STATE OF VERMONT AGENCY OF TRANSPORTATION BY VANASSE HANGEN BRUSTLIN, INC., "PROPOSED IMPROVEMENT, BRIDGE PROJECT, TOWN OF CASTLETON, COUNTY OF RUTLAND, VT ROUTE 30 (RURAL MINOR ARTERIAL), BRIDGE NO. 93," SHEET 69 TO 80, DATED 09/18/14, PROJECT NUMBER BRF 015-2(10).
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**PHASE 3 - RAILROAD WORK
(VTRANS SHEET 75)**



REVISION NO.	DATE	DESCRIPTION	MADE BY	CHECKED BY	APPROVED BY

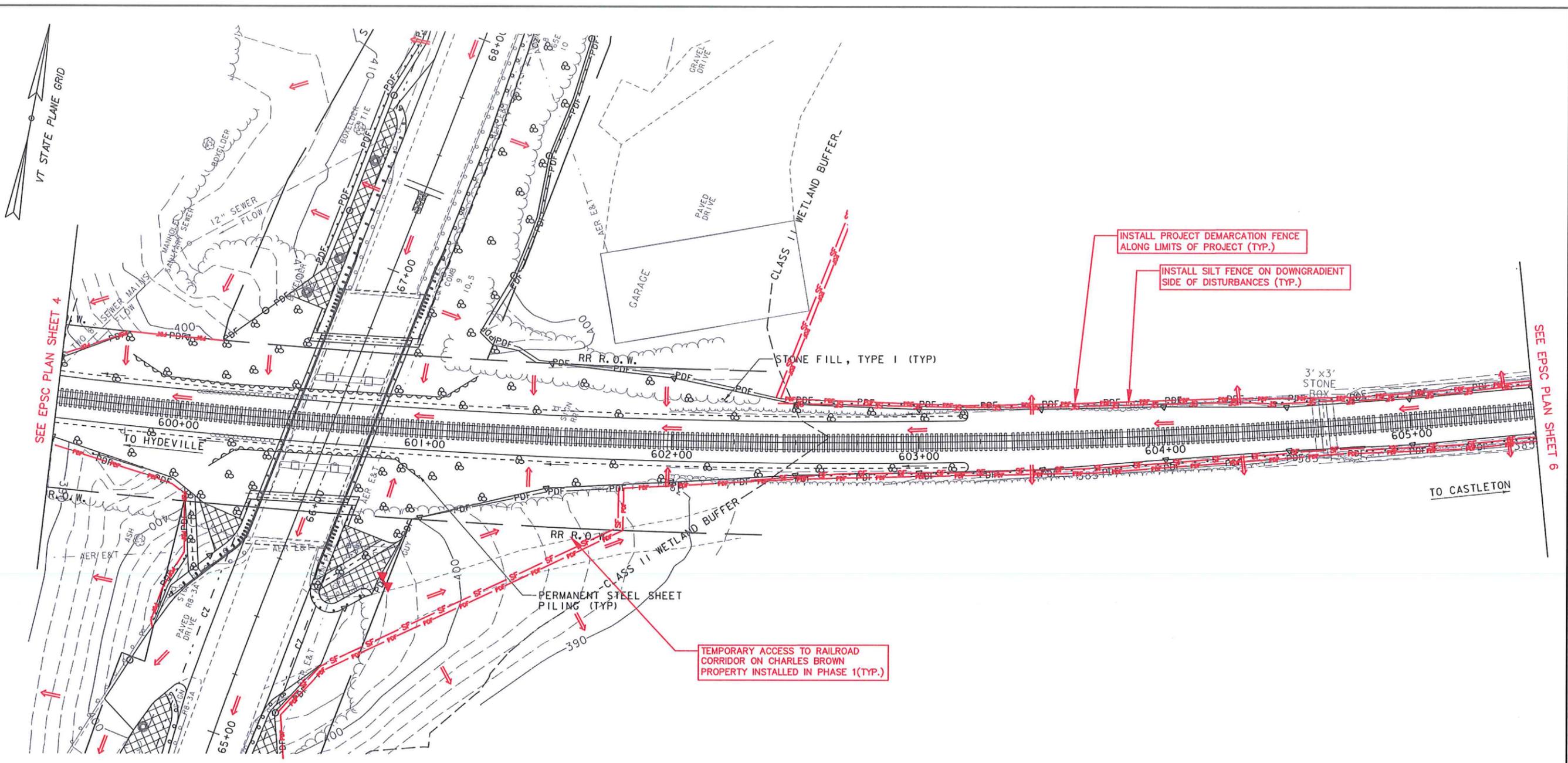
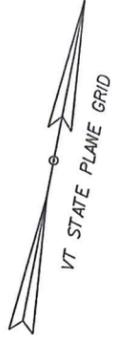
EROSION PREVENTION AND SEDIMENT CONTROL PLAN (PHASE 3 - RAILROAD #1) FOR W.M. SCHULTZ CONSTRUCTION, INC.
VERMONT AGENCY OF TRANSPORTATION - CASTLETON BRF 015-2(10)
 VERMONT ROUTE 30 AND CLARENDON & PITTSFORD RAILROAD, CASTLETON, VERMONT

PATHWAYS CONSULTING, LLC
 240 MECHANIC STREET, SUITE 100
 LEBANON, NEW HAMPSHIRE 03766
 (603) 448-2200

SCALE: 1" = 40'
 DESIGNED BY: SAW
 DRAWN BY: SAW
 CHECKED BY: SAW
 DATE: 06/08/15
 PROJ. NO. 12563

4

SHEET 4 OF 10



SEE EPSC PLAN SHEET 4

SEE EPSC PLAN SHEET 6

INSTALL PROJECT DEMARCATION FENCE ALONG LIMITS OF PROJECT (TYP.)

INSTALL SILT FENCE ON DOWNGRADIENT SIDE OF DISTURBANCES (TYP.)

TEMPORARY ACCESS TO RAILROAD CORRIDOR ON CHARLES BROWN PROPERTY INSTALLED IN PHASE 1 (TYP.)

KEY TO EROSION CONTROL SYMBOLS:

- | | | | |
|--|-------------------------|--|----------------------------------|
| | INLET PROTECTION | | PROJECT DEMARCATION FENCE |
| | SILT FENCE | | TEMPORARY STAGING AREAS |
| | WOVEN-WIRE SILT FENCE | | MULCH OR MULCH NETTING |
| | STONE CHECK DAM | | STABILIZED CONSTRUCTION ENTRANCE |
| | DIRECTION OF FLOW ARROW | | TEMPORARY/PERMANENT STONE FILL |

GENERAL NOTES:

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**PHASE 3 - RAILROAD WORK
(VTRANS SHEET 76)**

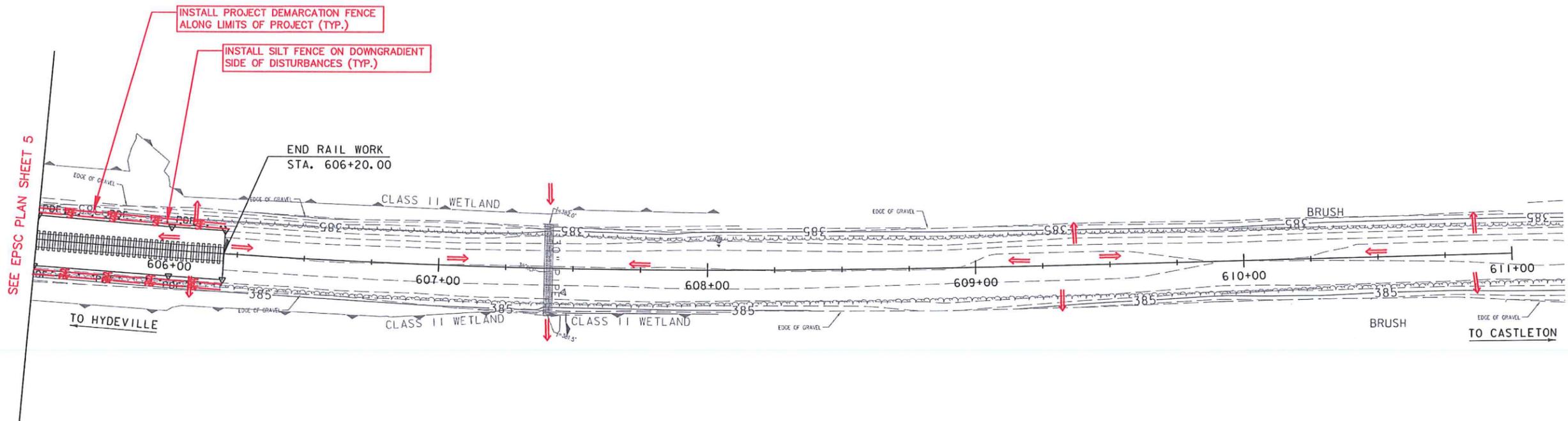
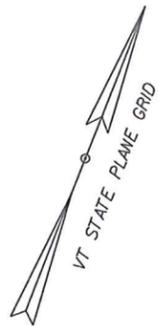


REVISION NO.	DATE	DESCRIPTION	MADE BY	CHECKED BY	APPROVED BY

EROSION PREVENTION AND SEDIMENT CONTROL PLAN (PHASE 3 - RAILROAD #2) FOR W.M. SCHULTZ CONSTRUCTION, INC.
VERMONT AGENCY OF TRANSPORTATION - CASTLETON BRF 015-2(10)
 VERMONT ROUTE 30 AND CLARENDON & PITTSFORD RAILROAD, CASTLETON, VERMONT

PATHWAYS CONSULTING, LLC
 240 MECHANIC STREET, SUITE 100
 LEBANON, NEW HAMPSHIRE 03766
 (603) 448-2200

SCALE: 1"= 40'
 DESIGNED BY: SAW
 DRAWN BY: SAW
 CHECKED BY: SAW
 DATE: 06/08/15
 PROJ. NO. 12563



KEY TO EROSION CONTROL SYMBOLS:

- | | | | |
|--|-------------------------|--|----------------------------------|
| | INLET PROTECTION | | PROJECT DEMARCATION FENCE |
| | SILT FENCE | | TEMPORARY STAGING AREAS |
| | WOVEN-WIRE SILT FENCE | | MULCH OR MULCH NETTING |
| | STONE CHECK DAM | | STABILIZED CONSTRUCTION ENTRANCE |
| | DIRECTION OF FLOW ARROW | | TEMPORARY/PERMANENT STONE FILL |

GENERAL NOTES:

1. REFERENCE MADE TO PLANS PREPARED FOR THE STATE OF VERMONT AGENCY OF TRANSPORTATION BY VANASSE HANGEN BRUSTLIN, INC., "PROPOSED IMPROVEMENT, BRIDGE PROJECT, TOWN OF CASTLETON, COUNTY OF RUTLAND, VT ROUTE 30 (RURAL MINOR ARTERIAL), BRIDGE NO. 93," SHEET 69 TO 80, DATED 09/18/14, PROJECT NUMBER BRF 015-2(10).
2. IN THE EVENT OF CONFLICT BETWEEN DETAILS, EROSION CONTROLS AND/OR RELATED NOTES SHOWN ON PATHWAYS EPSC PLANS AND VTRANS CONTRACT DOCUMENTS, CONTRACT DOCUMENTS SHALL GOVERN EXCEPT WHERE MORE STRINGENT REGULATORY REQUIREMENTS APPLY.

**PHASE 3 – RAILROAD WORK
(VTRANS SHEET 77)**



REVISION NO.	DATE	DESCRIPTION	MADE BY	CHECKED BY	APPROVED BY

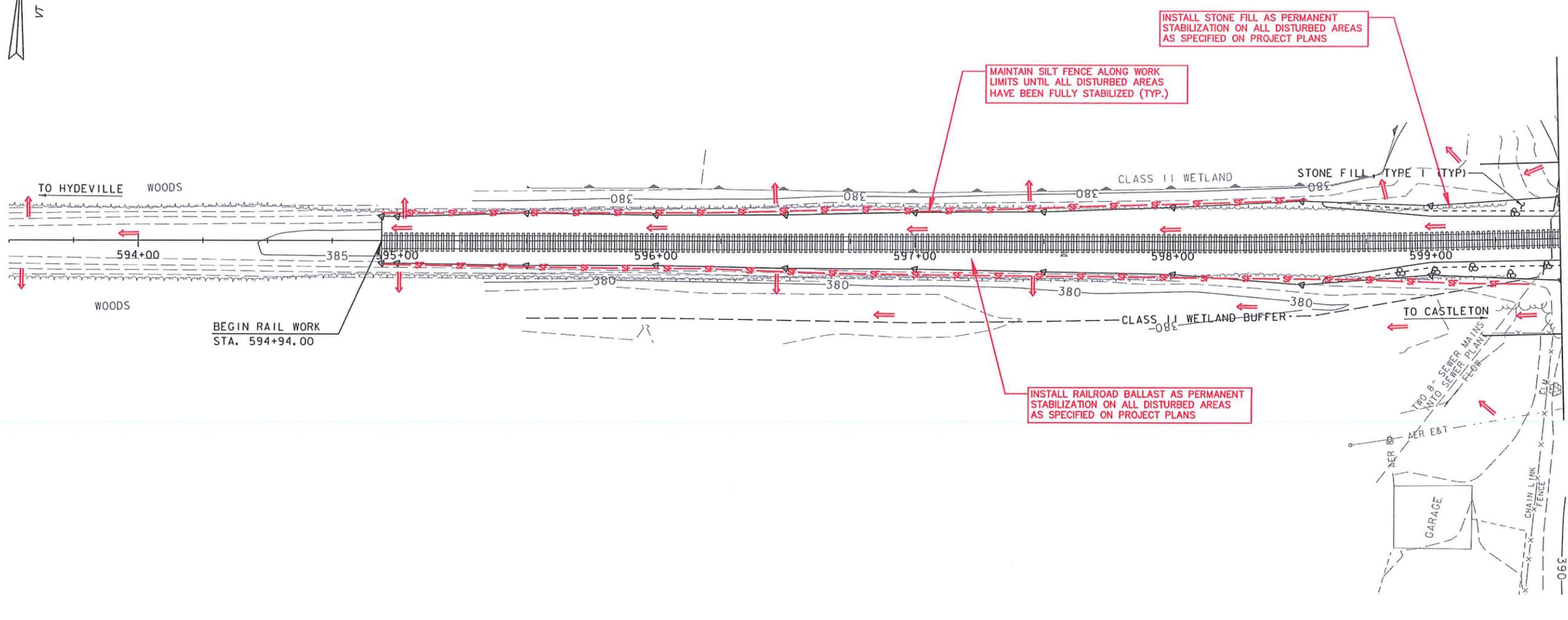
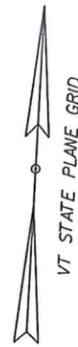
EROSION PREVENTION AND SEDIMENT CONTROL PLAN (PHASE 3 – RAILROAD #3) FOR W.M. SCHULTZ CONSTRUCTION, INC.
VERMONT AGENCY OF TRANSPORTATION - CASTLETON BR# 015-2(10)
 VERMONT ROUTE 30 AND CLARENDON & PITTSFORD RAILROAD, CASTLETON, VERMONT

PATHWAYS CONSULTING, LLC
 240 MECHANIC STREET, SUITE 100
 LEBANON, NEW HAMPSHIRE 03766
 (603) 448-2200

SCALE: 1" = 40'
 DESIGNED BY: SAW
 DRAWN BY: SAW
 CHECKED BY: SAW
 DATE: 06/08/15
 PROJ. NO. 12563

6

SHEET 6 OF 10



INSTALL STONE FILL AS PERMANENT STABILIZATION ON ALL DISTURBED AREAS AS SPECIFIED ON PROJECT PLANS

MAINTAIN SILT FENCE ALONG WORK LIMITS UNTIL ALL DISTURBED AREAS HAVE BEEN FULLY STABILIZED (TYP.)

INSTALL RAILROAD BALLAST AS PERMANENT STABILIZATION ON ALL DISTURBED AREAS AS SPECIFIED ON PROJECT PLANS

SEE EPSC PLAN SHEET 8

KEY TO EROSION CONTROL SYMBOLS:

- | | | | |
|--|-------------------------|--|----------------------------------|
| | INLET PROTECTION | | PROJECT DEMARCATION FENCE |
| | SILT FENCE | | TEMPORARY STAGING AREAS |
| | WOVEN-WIRE SILT FENCE | | MULCH OR MULCH NETTING |
| | STONE CHECK DAM | | STABILIZED CONSTRUCTION ENTRANCE |
| | DIRECTION OF FLOW ARROW | | TEMPORARY/PERMANENT STONE FILL |

GENERAL NOTES:

- REFERENCE MADE TO PLANS PREPARED FOR THE STATE OF VERMONT AGENCY OF TRANSPORTATION BY VANASSE HANGEN BRUSTLIN, INC., "PROPOSED IMPROVEMENT, BRIDGE PROJECT, TOWN OF CASTLETON, COUNTY OF RUTLAND, VT ROUTE 30 (RURAL MINOR ARTERIAL), BRIDGE NO. 93," SHEET 69 TO 80, DATED 09/18/14, PROJECT NUMBER BRF 015-2(10).
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PHASE 4 – FINAL RESTORATION OF RAILROAD WORK AREA (VTRANS SHEET 78)

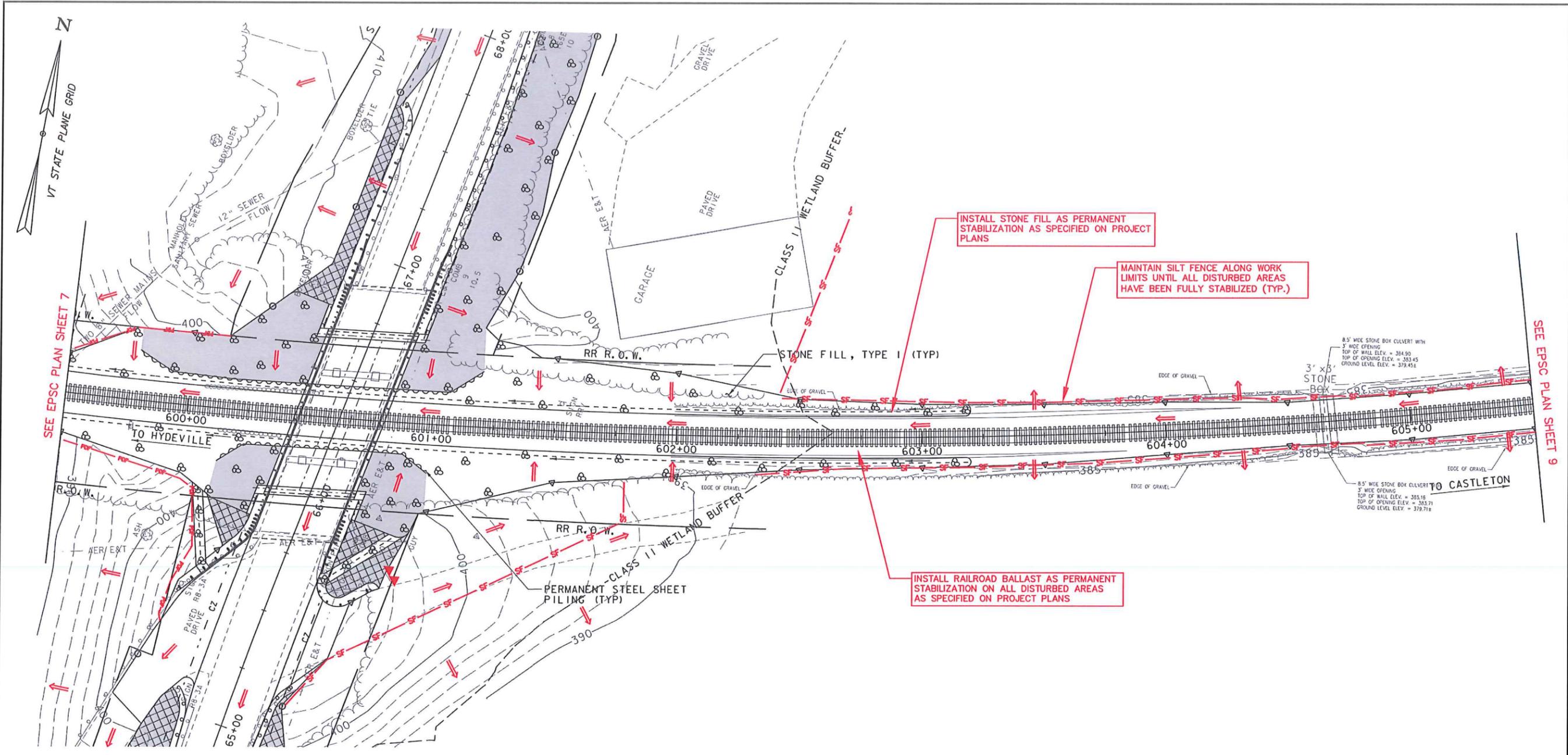


REVISION NO.	DATE	DESCRIPTION	MADE BY	CHECKED BY	APPROVED BY

EROSION PREVENTION AND SEDIMENT CONTROL PLAN (PHASE 4 – RAILROAD #1) FOR W.M. SCHULTZ CONSTRUCTION, INC.
VERMONT AGENCY OF TRANSPORTATION - CASTLETON BRF 015-2(10)
 VERMONT ROUTE 30 AND CLARENDON & PITTSFORD RAILROAD, CASTLETON, VERMONT

PATHWAYS CONSULTING, LLC
 240 MECHANIC STREET, SUITE 100
 LEBANON, NEW HAMPSHIRE 03766
 (603) 448-2200

SCALE: 1"= 40'
 DESIGNED BY: SAW
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 DATE: 06/08/15
 PROJ. NO. 12563



SEE EPSC PLAN SHEET 7

SEE EPSC PLAN SHEET 9

INSTALL STONE FILL AS PERMANENT STABILIZATION AS SPECIFIED ON PROJECT PLANS

MAINTAIN SILT FENCE ALONG WORK LIMITS UNTIL ALL DISTURBED AREAS HAVE BEEN FULLY STABILIZED (TYP.)

INSTALL RAILROAD BALLAST AS PERMANENT STABILIZATION ON ALL DISTURBED AREAS AS SPECIFIED ON PROJECT PLANS

KEY TO EROSION CONTROL SYMBOLS:

- | | | | |
|--|-------------------------|--|----------------------------------|
| | INLET PROTECTION | | PROJECT DEMARCATION FENCE |
| | SILT FENCE | | TEMPORARY STAGING AREAS |
| | WOVEN-WIRE SILT FENCE | | MULCH OR MULCH NETTING |
| | STONE CHECK DAM | | STABILIZED CONSTRUCTION ENTRANCE |
| | DIRECTION OF FLOW ARROW | | TEMPORARY/PERMANENT STONE FILL |

GENERAL NOTES:

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PHASE 4 – FINAL RESTORATION OF RAILROAD WORK AREA (VTRANS SHEET 79)



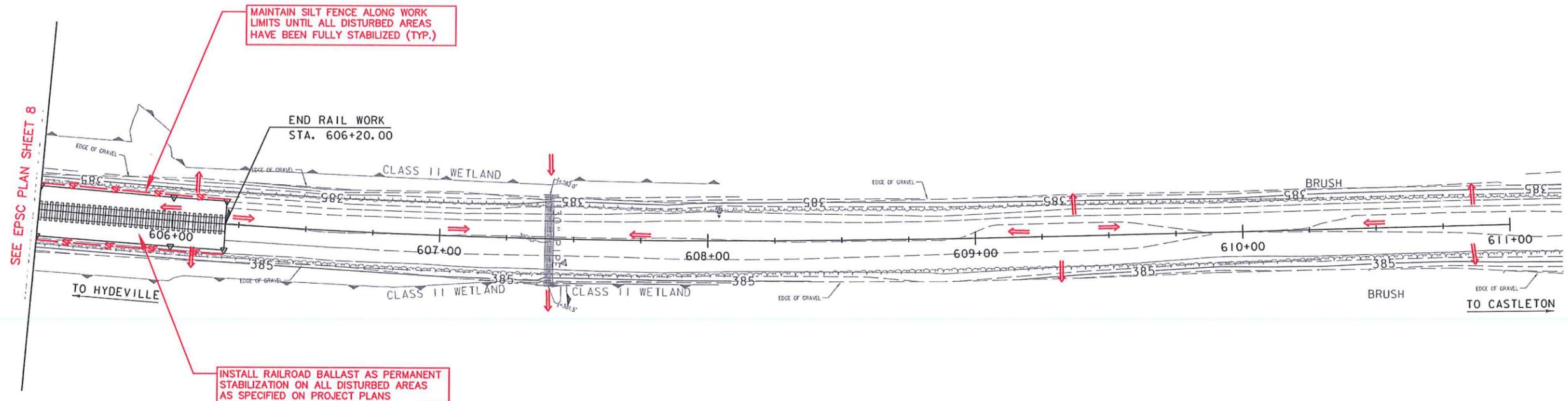
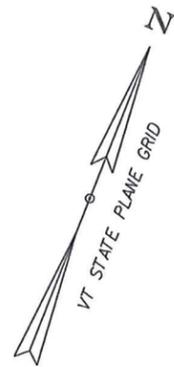
REVISION NO.	DATE	DESCRIPTION	MADE BY	CHECKED BY	APPROVED BY

EROSION PREVENTION AND SEDIMENT CONTROL PLAN (PHASE 4 – RAILROAD #2) FOR W.M. SCHULTZ CONSTRUCTION, INC.
VERMONT AGENCY OF TRANSPORTATION - CASTLETON BRF 015-2(10)
 VERMONT ROUTE 30 AND CLARENDON & PITTSFORD RAILROAD, CASTLETON, VERMONT

PATHWAYS CONSULTING, LLC
 240 MECHANIC STREET, SUITE 100
 LEBANON, NEW HAMPSHIRE 03766
 (603) 448-2200

SCALE: 1"= 40'
 DESIGNED BY: SAW
 DRAWN BY: SAW
 CHECKED BY: SAW
 DATE: 06/08/15
 PROJ. NO. 12563





KEY TO EROSION CONTROL SYMBOLS:

- | | | | |
|--|-------------------------|--|----------------------------------|
| | INLET PROTECTION | | PROJECT DEMARCATION FENCE |
| | SILT FENCE | | TEMPORARY STAGING AREAS |
| | WOVEN-WIRE SILT FENCE | | MULCH OR MULCH NETTING |
| | STONE CHECK DAM | | STABILIZED CONSTRUCTION ENTRANCE |
| | DIRECTION OF FLOW ARROW | | TEMPORARY/PERMANENT STONE FILL |

GENERAL NOTES:

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PHASE 4 – FINAL RESTORATION OF RAILROAD WORK AREA (VTRANS SHEET 80)



REVISION NO.	DATE	DESCRIPTION	MADE BY	CHECKED BY	APPROVED BY

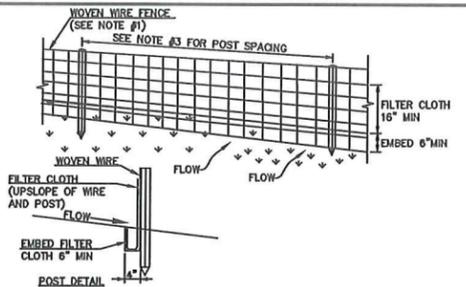
EROSION PREVENTION AND SEDIMENT CONTROL PLAN (PHASE 4 – RAILROAD #3) FOR W.M. SCHULTZ CONSTRUCTION, INC.
VERMONT AGENCY OF TRANSPORTATION - CASTLETON BRF 015-2(10)
 VERMONT ROUTE 30 AND CLARENDON & PITTSFORD RAILROAD, CASTLETON, VERMONT

PATHWAYS CONSULTING, LLC
 240 MECHANIC STREET, SUITE 100
 LEBANON, NEW HAMPSHIRE 03766
 (603) 448-2200

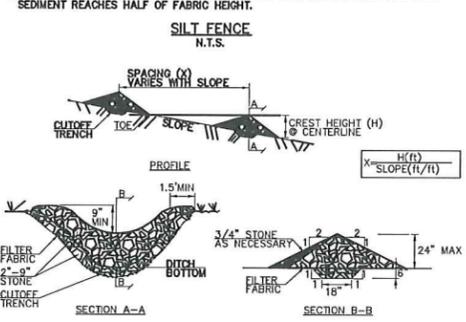
SCALE: 1" = 40'
 DESIGNED BY: SAW
 DRAWN BY: SAW
 CHECKED BY: SAW
 DATE: 06/08/15
 PROJ. NO. 12563

EROSION CONTROL SPECIFICATIONS

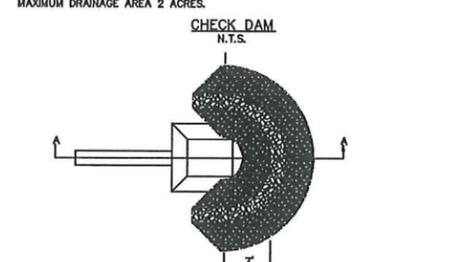
- SOIL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE IN ACCORDANCE WITH THE VERMONT STANDARDS & SPECIFICATIONS FOR EROSION PREVENTION & SEDIMENT CONTROL, 2006, AND "LOW RISK SITE HANDBOOK FOR EROSION PREVENTION AND SEDIMENT CONTROL," AUGUST 2006. THE CONTRACTOR SHALL HAVE REFERENCE TO THESE PUBLICATIONS.
- IMMEDIATE ATTENTION TO EROSION CONTROL PRACTICES DRAMATICALLY IMPROVES SOIL AND MOISTURE CONSERVATION AND REDUCES NEGATIVE IMPACTS ON WATER QUALITY. THE CONTRACTOR SHALL GIVE PRIORITY TO THE TIMELY INSTALLATION OF BOTH TEMPORARY AND PERMANENT EROSION AND SEDIMENT CONTROL MEASURES.
- THE EROSION AND SEDIMENT CONTROL PRACTICES SHOWN ON THIS PLAN ARE THE MINIMUM REQUIRED FOR ANTICIPATED SITE CONDITIONS. DURING THE CONSTRUCTION PERIOD, THESE PRACTICES SHALL BE UPGRADED AS NEEDED FOR UNEXPECTED STORM EVENTS AND MODIFIED TO ACCOUNT FOR CHANGING SITE CONDITIONS.
- THE BOARDERS OF THE CLEARING LIMITS SHOWN ON THE PLANS SHALL BE CLEARLY FLAGGED BY SURVEY TAPE OR FENCING AS SHOWN ON THE PLANS, PRIOR TO CONSTRUCTION. DURING THE CONSTRUCTION PERIOD, NO DISTURBANCE BEYOND THE CLEARING LIMITS SHALL BE PERMITTED. THE CLEARING LIMITS SHALL BE MAINTAINED FOR THE DURATION OF CONSTRUCTION.
- THE SMALLEST PRACTICAL AREA SHALL BE DISTURBED DURING CONSTRUCTION AT ANY ONE TIME BEFORE STABILIZATION. A CONSTRUCTION SEQUENCE HAS BEEN DEVELOPED TO FACILITATE INSTALLATION OF EROSION CONTROL MEASURES AND THE COMPLETION OF GRADING, SEEDING, AND LANDSCAPING AS SOON AS POSSIBLE WITHIN A DISTURBED AREA.
- INSTALL EROSION CONTROL MEASURES AS SHOWN. CLEAN ACCUMULATED SEDIMENT AS NECESSARY. LEAVE IN PLACE UNTIL DISTURBED AREAS HAVE BEEN ADEQUATELY STABILIZED. DISTURBED AREAS RESULTING FROM SILT FENCE REMOVAL SHALL BE PERMANENTLY SEED.
- ALL DISTURBED AREAS SHALL HAVE TEMPORARY STABILIZATION MEASURES IN PLACE WITHIN 48 HOURS OF INITIAL DISTURBANCE, AND PERMANENT STABILIZATION MEASURES WITHIN 48 HOURS OF FINAL GRADING.
- CUT AND FILL SLOPES MAY CALL FOR INTENSIVE EROSION CONTROL MEASURES. MULCH NETTING OR EROSION CONTROL BLANKETS SHALL BE INSTALLED ON ALL SLOPES 3:1 AND STEEPER.
- MAINTENANCE: DURING THE CONSTRUCTION PERIOD UNTIL SUCH TIME AS LONG TERM VEGETATION IS ESTABLISHED:
 - DISTURBED AREAS WILL BE FERTILIZED AND RESEDED.
 - CATCH BASINS WILL BE CHECKED AND CLEANED AS NECESSARY.
 - DRAINAGE SWALES SHALL BE CHECKED FREQUENTLY AND CLEANED AS REQUIRED.
 - THE SILT FENCES AND HAYBALE DITCH CONTROL STRUCTURES SHALL BE REPAIRED AS NECESSARY TO CORRECT ANY DAMAGE, DETERIORATION, AND SHORT CIRCUITING.
- THE BOTTOMS OF SEDIMENT BASINS SHALL BE PERIODICALLY CLEANED, WITH THE SEDIMENT REMOVED TO A SECURE LOCATION.
- SEDIMENT DEPOSITS SHALL BE REMOVED AS NECESSARY.
- EPSC PLAN MONITORING: THE ON-SITE COORDINATOR AND/OR EPSC PLAN MONITOR SHALL INSPECT THE SITE ON A REGULAR BASIS TO OBSERVE THE INSTALLATION AND MAINTENANCE OF EROSION AND SEDIMENT CONTROL PRACTICES. THE SITE EROSION CONTROLS SHALL BE INSPECTED ONCE EVERY 7 DAYS AND AFTER EVERY RAINFALL EVENT THAT RESULTS IN STORMWATER DISCHARGE OFF THE SITE.
- AN AREA SHALL BE CONSIDERED STABLE IF ONE OF THE FOLLOWING HAS OCCURRED:
 - A BASE COURSE GRAVELS HAVE BEEN INSTALLED IN AREAS TO BE PAVED.
 - A MINIMUM OF 85% VEGETATED GROWTH HAS BEEN ESTABLISHED.
 - A MINIMUM OF 3" OF NON-EROSIVE MATERIAL SUCH AS STONE OR RIPRAP HAS BEEN INSTALLED, OR
 - EROSION CONTROL BLANKETS HAVE BEEN PROPERLY INSTALLED.
- WINTER CONSTRUCTION NOTES:
 - ALL PROPOSED VEGETATED AREAS WHICH DO NOT EXHIBIT A MINIMUM OF 85% VEGETATIVE GROWTH BY OCTOBER 15TH, OR WHICH ARE DISTURBED AFTER OCTOBER 15TH, SHALL BE STABILIZED BY SEEDING AND INSTALLING EROSION CONTROL BLANKETS ON SLOPES GREATER THAN 3:1, AND SEEDING AND PLACING 3 TO 4 TONS OF MULCH PER ACRE, SECURED WITH ANCHORED NETTING, ELSEWHERE. THE INSTALLATION OF EROSION CONTROL BLANKETS OR MULCH NETTING SHALL OCCUR OVER ACCUMULATED SNOW OR ON FROZEN GROUND AND SHALL BE COMPLETED IN ADVANCE OF THAW OR SPRING MELT EVENTS.
 - ALL DITCHES OR SWALES WHICH DO NOT EXHIBIT A MINIMUM OF 85% VEGETATIVE GROWTH BY OCTOBER 15TH, OR WHICH ARE DISTURBED AFTER OCTOBER 15TH, SHALL BE STABILIZED TEMPORARILY WITH STONE OR EROSION CONTROL BLANKETS APPROPRIATE FOR THE DESIGN FLOW CONDITIONS, AND
 - AFTER NOVEMBER 15TH, INCOMPLETE ROAD OR PARKING SURFACES, WHERE WORK HAS STOPPED FOR THE WINTER SEASON, SHALL BE PROTECTED WITH A MINIMUM OF 3 INCHES OF CRUSHED STONE.
 - FOR WORK AFTER OCTOBER 15TH: CONTRACTOR SHALL ADHERE TO "THE LOW RISK SITE HANDBOOK FOR EROSION PREVENTION AND SEDIMENT CONTROL" FOR ADDITIONAL WINTER CONSTRUCTION REQUIREMENTS.



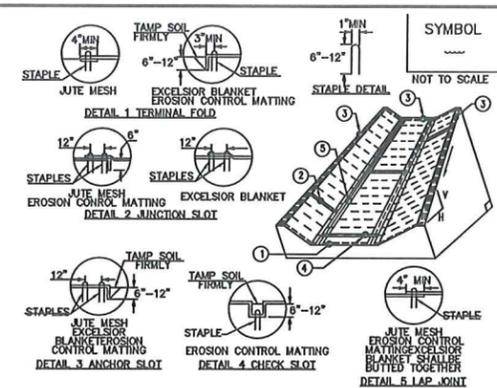
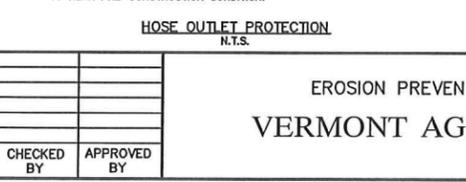
- CONSTRUCTION SPECIFICATIONS**
- WOVEN WIRE REINFORCED FENCE IS REQUIRED WITHIN 100' UPSLOPE OF RECEIVING WATERS WHEN THE PROJECT FALLS UNDER A CONSTRUCTION STORMWATER PERMIT. WIRE SHALL BE A MIN. 14 GAUGE WITH A 6" MAX. MESH OPENING.
 - FILTER CLOTH SHALL BE EITHER FILTER X, MIRAF1100X, STABUNKA T140H OR APPROVED EQUIVALENT.
 - POST SPACING FOR WIRE-BACKED FENCE SHALL BE 10' MAXIMUM. FOR FILTER-CLOTH FENCE, WHEN ELONGATION IS <50%, POST SPACING SHALL NOT EXCEED 4' AND WHEN ELONGATION IS <50%, POST SPACING SHALL NOT EXCEED 6'.
 - WOVEN WIRE FENCE IS TO BE FASTENED SECURELY TO FENCE POSTS WITH WIRE TIES. FILTER CLOTH IS TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24" AT TOP AND MID SECTION.
 - WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVERLAPPED BY 6" AND FOLDED.
 - PREFABRICATED UNITS SHALL BE GEOFAB, ENVROFENCE, OR APPROVED EQUIVALENT.
 - MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN SEDIMENT REACHES HALF OF FABRIC HEIGHT.



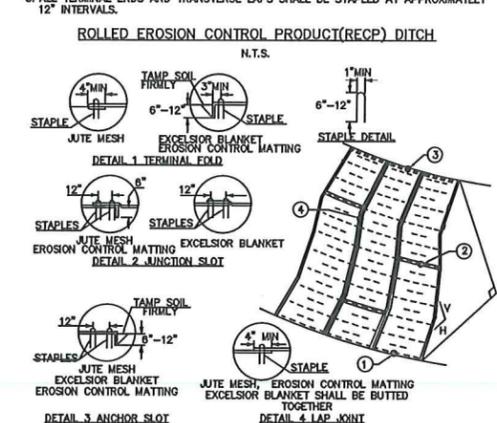
- CONSTRUCTION SPECIFICATIONS**
- STONE WILL BE PLACED ON A FILTER FABRIC FOUNDATION.
 - CHECK DAMS SHALL BE SPACED SO THAT THE ELEVATION OF THE CREST OF THE DOWNSTREAM DAM IS AT THE SAME ELEVATION AS THE TOE OF THE UPSTREAM DAM.
 - 3/4" FILTERING STONE MAY BE ADDED TO THE FACE OF THE CHECK DAM AS NECESSARY.
 - EXTEND THE STONE A MINIMUM OF 1.5 FEET BEYOND THE DITCH BANKS TO PREVENT CUTTING AROUND THE DAM.
 - PROTECT CHANNEL DOWNSTREAM OF THE LOWEST CHECK DAM FROM SCOUR AND EROSION WITH STONE OR LINER AS APPROPRIATE.
 - ENSURE THAT CHANNEL APPURTENANCES SUCH AS CULVERT ENTRANCES BELOW CHECK DAMS ARE NOT SUBJECT TO DAMAGE OR BLOCKAGE FROM DISPLACED STONE.
 - MAXIMUM DRAINAGE AREA 2 ACRES.



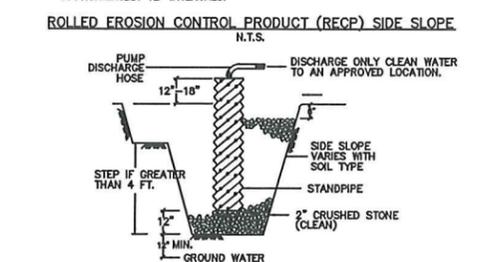
- CONSTRUCTION SPECIFICATIONS**
- USE 2" TO 3" STONE. FILTERING STONE SHALL BE 3/4".
 - PLACE STONE OVER GEOTEXTILE.
 - ONCE PUMPING IS COMPLETE FOR THE PROJECT, THE SEDIMENT TRAPPED BEHIND THE DAM SHALL BE DISPOSED OF IN AN APPROVED WASTE AREA.
 - THE CHECK DAM(S) SHALL BE REMOVED AND THE AREA STABILIZED AND RESTORED TO NEAR PRE-CONSTRUCTION CONDITION.



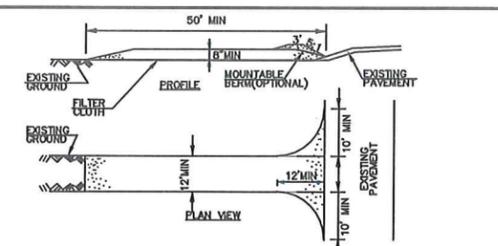
- CONSTRUCTION SPECIFICATIONS**
- EROSION MATTING, CHECK SLOTS, SHALL BE SPACED IN DITCH CHANNEL SO THAT ONE OCCURS WITHIN EACH 50' ON SLOPES OF MORE THAN 4% AND LESS THAN 6%. ON SLOPES OF 6% OR MORE, THEY SHALL BE SPACED SO THAT ONE OCCURS WITHIN EACH 25'.
 - APPLY FERTILIZER, LIME SEED PRIOR TO PLACING MATTING.
 - STAPLES ARE TO BE PLACED ALTERNATELY, IN COLUMNS APPROXIMATELY 2' APART AND IN ROWS APPROXIMATELY 3' APART. APPROXIMATELY 175 STAPLES ARE REQUIRED PER 4'X225' ROLL OF MATERIAL AND 125 STAPLES ARE REQUIRED PER 4'X150' ROLL OF MATERIAL.
 - DISTURBED AREAS SHALL BE SMOOTHLY GRADED. EROSION CONTROL MATERIAL SHALL BE PLACED LOOSELY OVER GROUND SURFACE. DO NOT STRETCH.
 - ALL TERMINAL ENDS AND TRANSVERSE LAPS SHALL BE STAPLED AT APPROXIMATELY 12" INTERVALS.



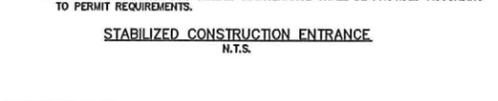
- CONSTRUCTION SPECIFICATIONS**
- APPLY TO SLOPES GREATER THAN 3H:1V OR WHERE NECESSARY TO AID IN ESTABLISHING VEGETATION.
 - APPLY FERTILIZER, LIME SEED PRIOR TO PLACING MATTING.
 - STAPLES ARE TO BE PLACED ALTERNATELY, IN COLUMNS APPROXIMATELY 2' APART AND IN ROWS APPROXIMATELY 3' APART. APPROXIMATELY 175 STAPLES ARE REQUIRED PER 4'X225' ROLL OF MATERIAL AND 125 STAPLES ARE REQUIRED PER 4'X150' ROLL OF MATERIAL.
 - DISTURBED AREAS SHALL BE SMOOTHLY GRADED. EROSION CONTROL MATERIAL SHALL BE PLACED LOOSELY OVER GROUND SURFACE. DO NOT STRETCH.
 - ALL TERMINAL ENDS AND TRANSVERSE LAPS SHALL BE STAPLED AT APPROXIMATELY 12" INTERVALS.



- INSTALLATION NOTES**
- PIT DIMENSIONS ARE VARIABLE.
 - THE STANDPIPE SHOULD BE A PERFORATED 12" TO 24" DIAMETER CORRUGATED METAL, PVC OR HDPE PIPE.
 - A BASE OF 2" CLEAN CRUSHED STONE SHOULD BE PLACED IN THE PIT TO A DEPTH OF 12". AFTER INSTALLING THE STANDPIPE, THE PIT SURROUNDING THE STANDPIPE SHOULD THEN BE BACKFILLED WITH 2" CRUSHED STONE.
 - THE STANDPIPE SHOULD EXTEND 12" - 18" ABOVE THE LIP OF THE PIT. IF DISCHARGE WILL BE PUMPED DIRECTLY INTO THE WETLAND OR STREAM CHANNEL, THE STANDPIPE SHOULD BE WRAPPED WITH FILTER FABRIC BEFORE INSTALLATION. IF DESIRED, 1/4" - 1/2" HARDWARE CLOTH MAY BE PLACED AROUND THE STANDPIPE, PRIOR TO ATTACHING THE FILTER FABRIC. THIS WILL INCREASE THE RATE OF WATER SEEPING INTO THE PIPE.



- CONSTRUCTION SPECIFICATIONS**
- STONE SIZE - USE 1-4" STONE, RECLAIMED OR RECYCLED CONCRETE EQUIVALENT.
 - LENGTH - NOT LESS THAN 50' (EXCEPT ON A SINGLE RESIDENCE LOT WHERE A 30' MINIMUM LENGTH APPLIES).
 - THICKNESS - NOT LESS THAN 6".
 - WIDTH - 12" MINIMUM, BUT NOT LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS OR EGRESS OCCURS. 24" IF SINGLE ENTRANCE TO SITE.
 - GEOTEXTILE MUST BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING STONE.
 - SURFACE WATER - ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCES SHALL BE PIPED BENEATH THE ENTRANCE. IF PIPING IS IMPRACTICAL, A MOUNTABLE BERM WITH 5:1 SLOPES WILL BE PERMITTED.
 - MAINTENANCE - THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS-OF-WAY, ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHTS-OF-WAY MUST BE REMOVED IMMEDIATELY.
 - WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON AN AREA STABILIZED WITH STONE AND WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.
 - PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE PROVIDED ACCORDING TO PERMIT REQUIREMENTS.



VAOT RURAL AREA MIX

%WEIGHT	BROADCAST	HYDROSEED	NAME	GERM %	PURITY %
37.5%	22.5	45	CREeping RED FESCUE	85%	95%
37.5%	22.5	45	TALL FESCUE	90%	95%
15.0%	9	18	BIRDFOOT TREFLOW	85%	95%
8.0%	3	6	ANNUAL RYE GRASS	85%	95%
100%	60	120			

VAOT URBAN AREA MIX

%WEIGHT	BROADCAST	HYDROSEED	NAME	GERM %	PURITY %
42.5%	26.25	52.5	CREeping RED FESCUE	85%	95%
18.0%	9	18	PERENNIAL RYE GRASS	90%	95%
42.5%	26.25	52.5	KENTUCKY BLUE GRASS	85%	95%
100%	60	120			

SOIL AMENDMENT GUIDANCE

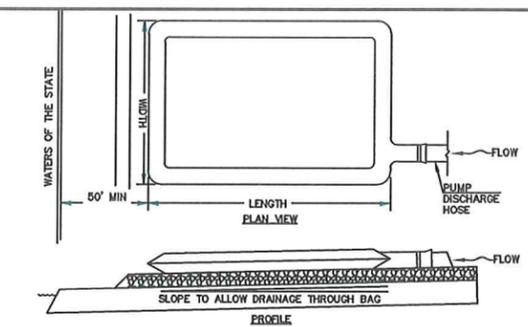
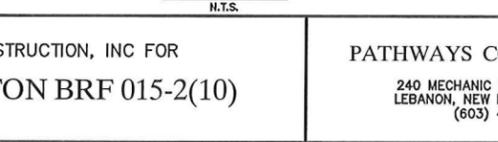
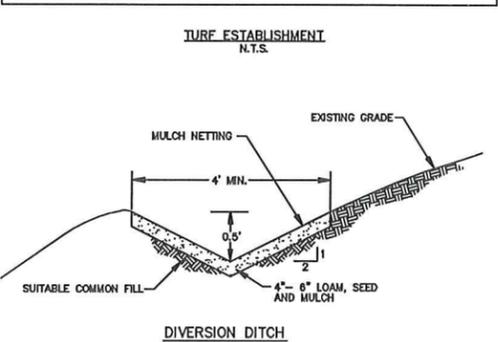
FERTILIZER	LIME
BROADCAST/HYDROSEED	BROADCAST/FOLLOW
10-20-10	PULVERIZED FOLLOW
500 LB/AC	MANUFACTURER (T) TONS/AC
MANUFACTURER	MANUFACTURER

CONSTRUCTION GUIDANCE

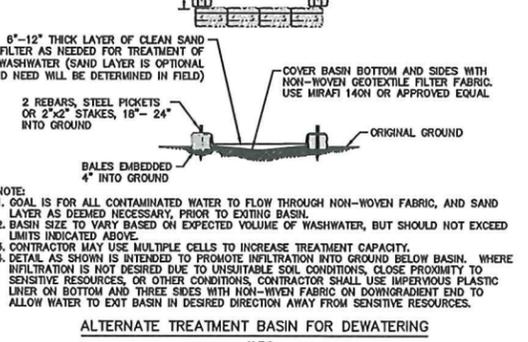
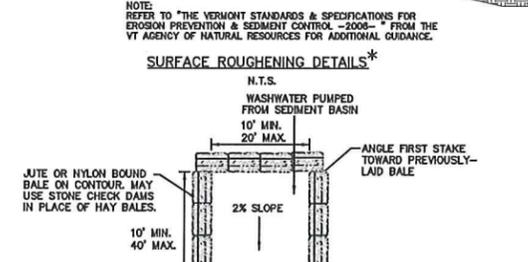
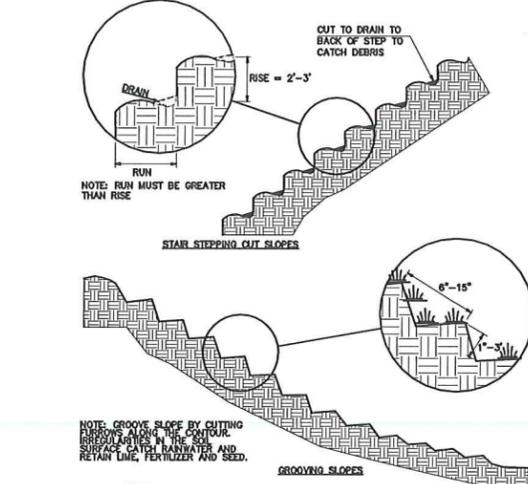
- RURAL SEED MIX USE AS INDICATED IN THE PLANS AND/OR FOR ALL ESTABLISHED UPLAND (NON WETLAND) AREAS DISTURBED BY THE CONTRACTOR.
- URBAN SEED MIX USE AS INDICATED IN THE PLANS AND/OR FOR ALL ESTABLISHED UPLAND AREAS DISTURBED BY THE CONTRACTOR.
- ALL SEED MIXTURES SHALL NOT HAVE A WEED CONTENT EXCEEDING 0.40% BY WEIGHT AND SHALL BE FREE OF ALL NOXIOUS SEEDS.
- FERTILIZER AND LIMESTONE SHALL FOLLOW RATES SHOWN ON PLAN OR AS DIRECTED BY THE ENGINEER.
- SEED MIXTURES TO BE PLACED ON EARTH SLOPES AT THE RATE OF 2 TONS/ACRE. ACHIEVE 90% GROUND COVER OR AS DIRECTED BY THE ENGINEER.
- TOPSOIL TO BE USED WITH SEED AS INDICATED ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.
- HYDROSEEDING: ALTHOUGH GUIDANCE IS GIVEN ABOVE THE SITE CONDITIONS AND THE TYPE OF HYDROSEEDING WILL ULTIMATELY DICTATE THE AMOUNT AND TYPES OF SOIL AMENDMENTS TO BE APPLIED.
- TURF ESTABLISHMENT: PLACING SEED, FERTILIZER, LIME AND MULCH PRIOR TO SEEDING IS AND AFTER APRIL 15 CAN BE USED TO ACHIEVE A VIGOROUS GROWTH OF GRASS.

ADAPTED FROM VERMONT TECHNICAL LANDSCAPE MANUAL FOR ROADWAYS AND TRANSPORTATION FACILITIES

REVISIONS	DATE	BY
1	JANUARY 16, 2009	BRF
2	FEBRUARY 16, 2009	BRF



- CONSTRUCTION SPECIFICATIONS**
- THE PRIMARY PURPOSE OF FILTER BAG IS TO RETAIN SILT, SAND, AND FINES DURING DEWATERING OPERATIONS.
 - FILTER BAGS SHALL BE INSTALLED ON A VEGETATED SLOPE GRADED TO ALLOW INCOMING WATER TO FLOW THROUGH THE BAG.
 - FILTER BAGS MAY ALSO BE PLACED ON COARSE AGGREGATE, STONE, OR HAYBALES TO INCREASE FILTRATION EFFICIENCY.
 - FILTER BAGS SHALL BE LOCATED A MINIMUM OF 50' FROM WATERS OF THE STATE UNLESS OTHERWISE APPROVED BY THE ENGINEER.
 - THE NECK OF THE FILTER BAG SHALL BE STRAPPED TIGHTLY TO THE DISCHARGE HOSE.
 - A FILTER BAG IS FULL WHEN IT NO LONGER CAN EFFICIENTLY FILTER SEDIMENT OR ALLOW WATER TO PASS AT A REASONABLE RATE.
 - FILTER BAG SHALL BE DISPOSED OF AS APPROVED IN THE EPSC PLAN OR AS DIRECTED BY THE ENGINEER.



SCALE: 1" = AS NOTED

DESIGNED BY: SAW
DRAWN BY: SAW
CHECKED BY: SAW
DATE: 06/08/15
PROJ. NO. 12563

10

SHEET 10 OF 10

REVISION NO.	DATE	DESCRIPTION	MADE BY	CHECKED BY	APPROVED BY

APPENDIX C
INSPECTION FORM

Project Name:			Date:		Time Since Last Storm:	
Inspector:			On-Site Coordinator:			
Measure Inspected	Y	N	STA/Off	Corrective Action Taken (CAT)	Date CAT	
Boundary Limits						
Site boundary markers are up and visible						
Disturbance is only occurring within marked boundaries						
Limit Disturbance Area						
Only acreage listed on <i>Authorization to Discharge</i> is disturbed at one time						
Stabilize Construction Entrance/Exit						
Off site tracking of sediment prevented						
Sediment Barriers						
Silt fence trenched into ground						
Accumulated sediment < 1/2 height of measure						
Diversion						
All upland stormwater is diverted around the work area						
Check Dams						
Check dams are in place and stretch the width of the channel						
Channels are stable with no erosion						
Stabilize Exposed Soils						
Seed and mulch, and/or matting placed in accordance w/ permit requirements						
Soil is seeded and mulched or covered in erosion matting within 48 hours of final grade						
Winter Stabilization						
After Sept. 15' all disturbed areas are seeded & mulched to 3" deep or covered w/ matting						
For ongoing construction, exposed soil is mulched prior to forecasted events						
Dewatering Activities						
Accumulated sediment is removed to allow sufficient treatment						

* Additional Measures and Discharges shall be reported on the back side of this form.

APPENDIX D
OFF-SITE ACTIVITY RECORDS

OFF-SITE ACTIVITY REVIEW



VTRANS ENVIRONMENTAL RESOURCE REVIEW

Project/District Name: Castleton BRF 015-2 (10) **Proposed Area Name:** Brown Property

Waste Borrow Staging Other: Access Road X: 442747.93 Y: 122920.33 (NAD83, meters)

Natural Resource Review Reviewer: Glenn Girgras VTrans Biologist

Accepted Rejected Date 6/4/15 Signature [Signature]

Comments _____

Cultural Resource Review Reviewer: Jen Russell VTrans Archaeology Officer

Accepted Rejected Date 6-3-15 Signature [Signature]

Comments _____

The Site has been REJECTED for use at this time

The Contractor is advised to:

- Seek another site for use
- Hire an Environmental firm to _____
- Hire an Archeological consultant to clear Section 106 issues

This site has been ACCEPTED (Site does not warrant any special conditions)

This site has been ACCEPTED with the following conditions:

- Maintain a minimum buffer of _____ feet from _____
- Orange fencing must be installed to protect nearby resources wetlands + buffers.
- Materials must be placed on geotextile fabric
- Flood Hazard Area present - Use of this site expires 180 days from date of this authorization
- Use of this site must comply with applicable local/state/federal permitting regulations including but not limited to: _____
- Please contact the Construction Environmental Engineer prior to use of this site.
- Other: _____

The VT ANR Low Risk Site Handbook for EPSC measures should be used as a minimum measure for best management practices at waste, borrow and staging sites.

A copy of this Review has been faxed to the Resident Engineer/District Tech Yes No

A copy of this Review has been delivered to the Construction Env Eng (CEE) Yes No

This clearance is for the Natural and Cultural Resources Only.

OFF-SITE ACTIVITY SUBMITTAL



- This form is to be completed in its entirety by the Contractor/District Tech when proposing any waste, borrow, or staging area or any work outside the defined Contract construction limits.
- Submit to Karen Spooner: karen.spooner@state.vt.us, Phone: (802)828-2169, Fax: (802)828-2334, VTrans Program Development Division, Environmental Section, One National Life Drive, Montpelier, VT 05633-5001
- Submit a copy to the Resident Engineer
- Allow 21 calendar days (see Section 105.25 (c) of the VTrans Standard Specifications For Construction) for review once the application is administratively complete.

received
5-27-15

SUBMITTAL INFORMATION

Project Name/District: CASTLETON BRP 015-2(10) Contractor/District Tech: NIM SCHULTZ CONSTRUCTION
 Contact: KEVIN TURE Phone: 518-956-0255 Fax: 518-885-0744 E-mail: KTURE@NIMSCHULTZ.COM
 Resident Engineer: CHRIS WILLIAMS Phone: 802-986-4170 Fax: 802-986-3810

PROPOSAL INFORMATION (Select one type of area being proposed for use per submittal and describe associated characteristics)

Waste Borrow Staging Other (ex. dewatering location): Access
 Material: Type (asphalt, concrete, earthen, etc.) ALL Quantity (yds³) 2,500 CY
 Total Area of Land Disturbance (sq ft) 10,000 +/- 3,600 SF +/-
 Additional Info: _____

LANDOWNER/PROPERTY INFO (Fill all applicable boxes; attach a Location Map and Sketch of Area)

Name: Charles W. Brown Address: 2504 So St Castleton VT Phone: 802-236-3095
 Print Name
 Private Residential/Commercial Town/State Owned Facility Other
 Additional Info: Industrial zone
 Are there other users of this site? Yes No
 Known past uses: _____
 Location Map (must be USGS Geological Survey Map (7.5')) GOOGLE MAPS
 Sketch of Area: North arrow Approx scale Recognizable features
 Permit Info:
 Act 250 Permit Exists? Yes No If Yes, # _____ Copy Enclosed? Yes No
 List of Other Existing Permits: _____

Landowner Agreement (Signature is required for all private-, town-, and state-owned properties)

I, Charles W. Brown, warrant that the information in the above permit application is accurate and agree
 Landowner/Facility Manager Signature
 to the use of the proposed area by NIM SCHULTZ CONSTRUCTION as shown on the attached sketch. If acting as the agent of
 Name of Contractor
 the Landowner, I warrant (1) that the Landowner has the full right, power, and authority to authorize the proposed use, (2) that I am authorized to act as the Landowner's agent, and (3) that my authority to act as the Landowner's agent has not been revoked.
 Date: 5/15/15

This clearance is for the Natural and Cultural Resources Only.

X = 442147.93
Y = 122920.33



SCHULTZ

May 27, 2015

State of Vermont Agency Of Transportation – Environmental Section
One National Life Drive
Montpelier, Vermont 05633-5001

Attn: Karen Spooner

Re: Castleton BRF 015-2(10)
Offsite Activity Submittal- Lands of Charles Brown

Dear Karen,

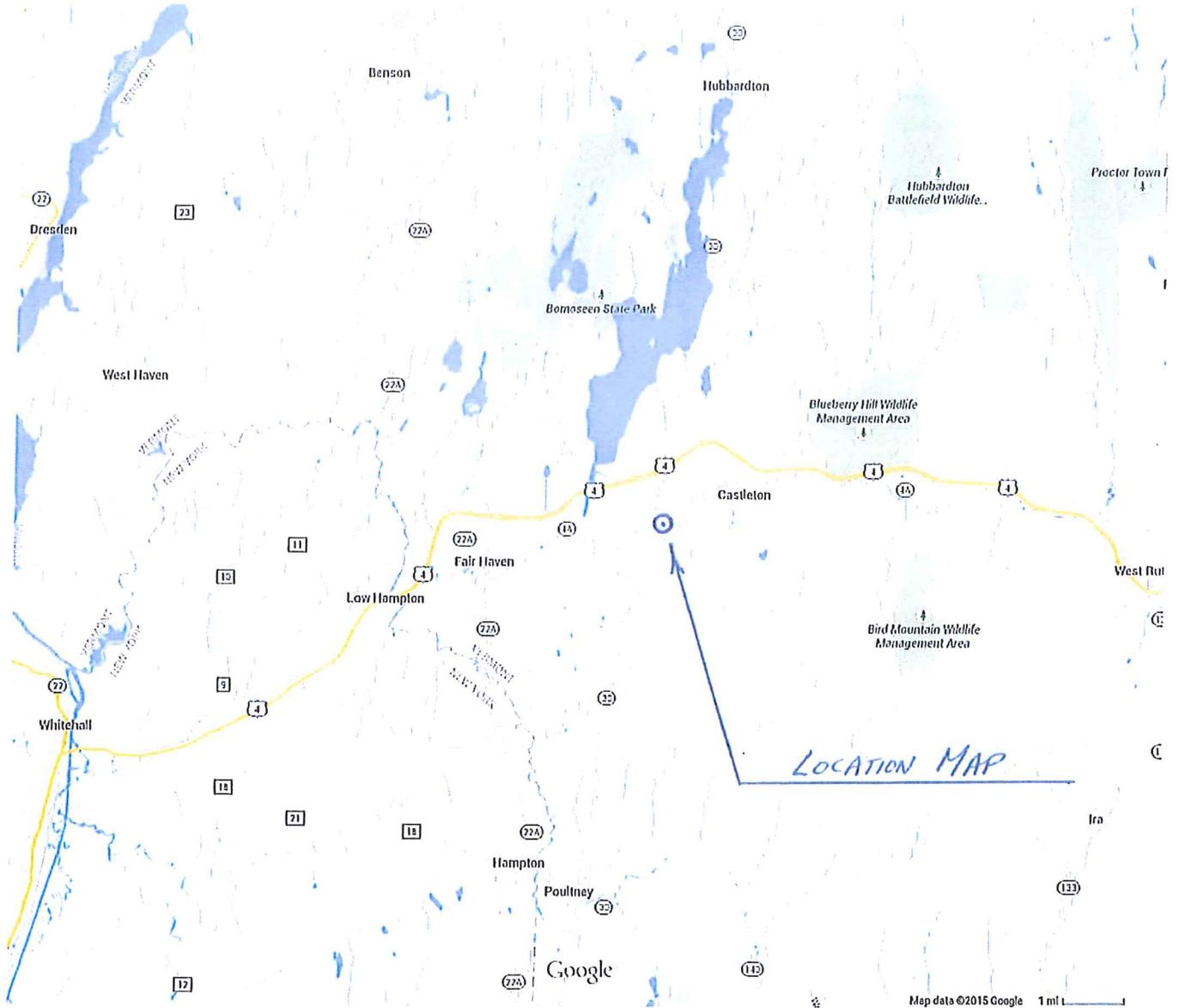
Attached please find our Offsite Activity Submittal for the land of Charles Brown for Access to the project site on Rt. 30 in Castleton, Vermont. The area highlighted outside the temporary construction limit is approximately ~~3,000~~ ^{3,600} SF +/- All areas disturbed will be returned to natural conditions at project completion. *3,600 SF +/-*

Please do not hesitate to contact us should additional information be required.

Sincerely,
W.M. Schultz Construction

Mike Garn
Asst. Project Manager

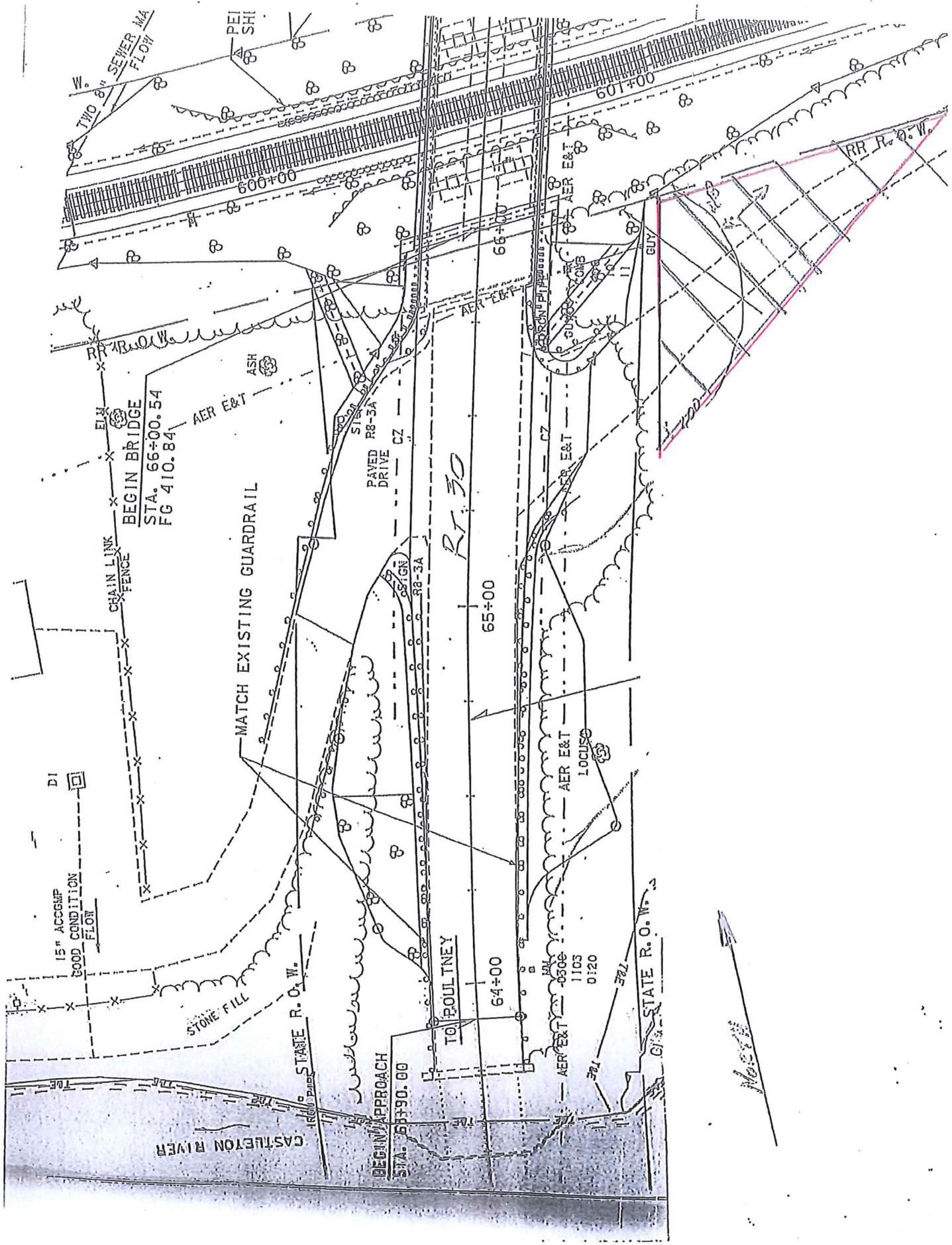
cc Chris Williams, RE



LOCATION MAP



CASTLETON BR# 015-2(10)
 PROPOSE ~~WASTE~~ ^{ACCESS} AREA
 LAND OF CHARLES BROWN
 W.M. SCHULTZ CONSTRUCTION



W. SEWER MA FLOW

PEI SHI

BEGIN BRIDGE
STA. 66+00.54
FG 410.84

MATCH EXISTING GUARDRAIL

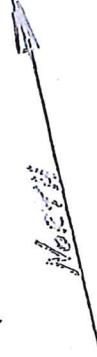
BEGIN APPROACH
STA. 6390.00

TO POULTNEY

RT. 30

STATE R.O.W.

RR R.O.W.



15" ACCOMP
GOOD CONDITION
FLOOR

CHAIN LINK
FENCE

STONE FILL

STATE R.O.W.

PAVED DRIVE

65+00

64+00

66+00

66+00

601+00

AER E&T

AER E&T

AER E&T

AER E&T

AER E&T

AER E&T

1163
0:20

LOCUS

PUMP

COMB

GUY

RR ROAD

ELM

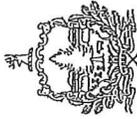
ASH

AER E&T

STAIR

R8-3A

STATE OF VERMONT
AGENCY OF TRANSPORTATION



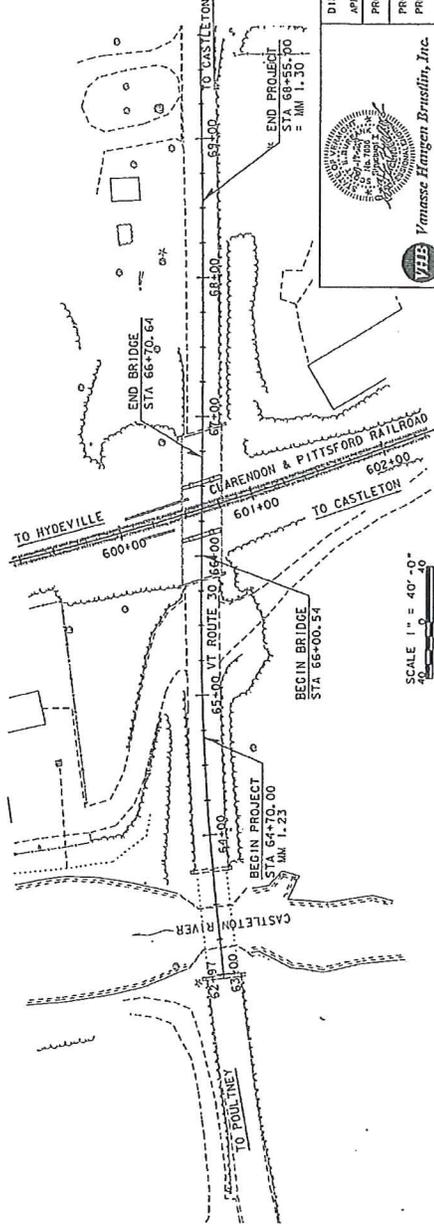
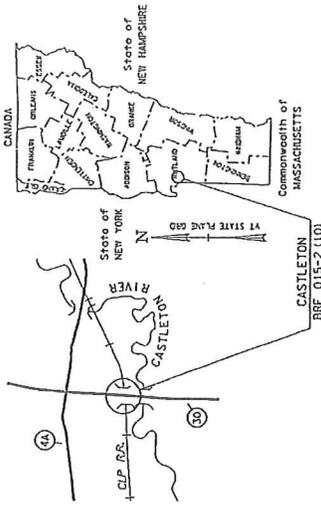
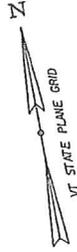
PROPOSED IMPROVEMENT
BRIDGE PROJECT

TOWN OF CASTLETON
COUNTY OF RUTLAND
VT ROUTE 30 (RURAL MINOR ARTERIAL), BRIDGE NO 93

PROJECT LOCATION:
LOCATED IN THE COUNTY OF RUTLAND, TOWN OF CASTLETON, ON VT ROUTE 30; BRIDGE NO. 93; APPROXIMATELY 0.3 MILES SOUTH OF INTERSECTION OF VT ROUTE 30 AND VT ROUTE 44.

PROJECT DESCRIPTION:
WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES THE REMOVAL AND REPLACEMENT OF BRIDGE NO. 93 ON THE EXISTING ALIGNMENT, WITH ASSOCIATED ROADWAY AND RAIL WORK.

LENGTH OF STRUCTURE: 70.10 FEET
LENGTH OF ROADWAY: 314.90 FEET
LENGTH OF PROJECT: 385.00 FEET
LENGTH OF RAIL WORK: 1126.00 FEET



SCALE 1" = 40'-10"

CONSTRUCTION IS TO BE DONE IN ACCORDANCE WITH THESE PLANS AND THE STANDARDS SPECIFIED THEREIN. THESE PLANS AND THE STANDARDS SPECIFIED THEREIN ARE APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JULY 30, 2011. ANY CHANGES TO THESE PLANS OR STANDARDS SPECIFIED THEREIN MUST BE APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION AND SUCH REVISIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

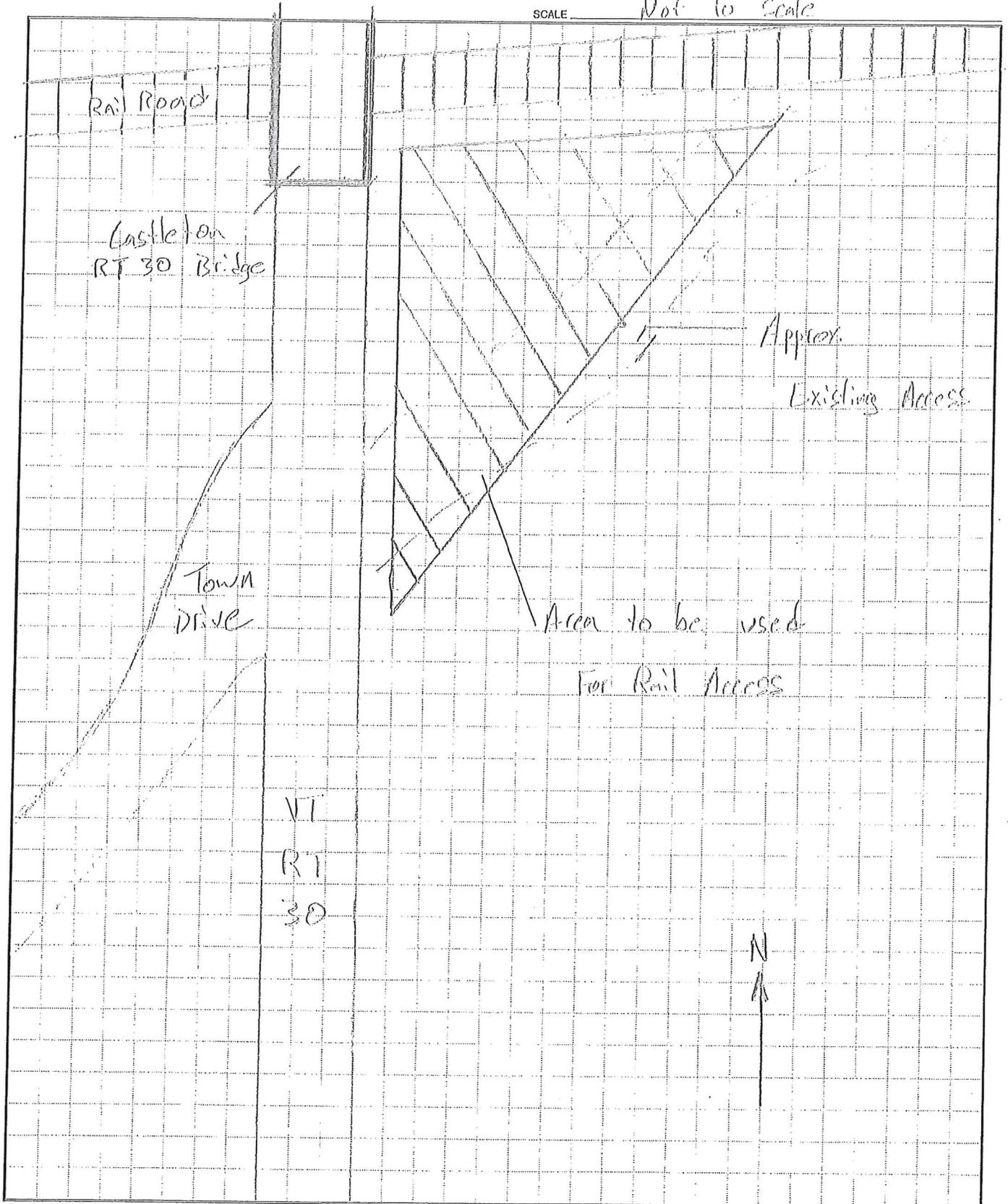
QUALITY ASSURANCE PROGRAM - LEVEL 2	
SURVEYED BY :	L. ORVIS
SURVEYED DATE :	03-28-2012
DATUM	
VERTICAL	NAD 83
HORIZONTAL	NAD83 (1992)



DIRECTOR OF PROJECT DELIVERY	APPROVED	DATE
PROJECT MANAGER :	JENNIFER M.A. FITZGIBBON, P.E.	08/10/2011
PROJECT NAME :	CASTLETON	
PROJECT NUMBER :	BRF 015-2-110	
SHEET :	OF 81	SHEETS

W.M. Schultz Construction, Inc.
P.O. Box 2620
Ballston Spa, New York 12020
(518)-885-0060 Fax (518) 885-0744

JOB Castleton RR OK-1
SHEET NO. 1 OF 1
CALCULATED BY _____ DATE _____
CHECKED BY MG DATE 8/27/15
SCALE Not to Scale



Traffic, Bicycling, Directions



Imagery ©2015 Google, Map data ©2015 Google 50 ft

N
↑

Access to Rain
Approx 100' x 30'

VERMONT DIVISION FOR HISTORIC PRESERVATION
Environmental Predictive Model for Locating Precontact Archeological Sites

Project Name _____ County _____ Town _____
 DHP No. _____ Map No. _____ Staff Init. _____ Date _____
 Additional Information _____

Environmental Variable	Proximity	Value	Assigned Score
A. RIVERS and STREAMS (EXISTING or RELICT):			
1) Distance to River or Permanent Stream (measured from top of bank)	0- 90 m	12	_____
	90- 180 m	6	
2) Distance to Intermittent Stream	0- 90 m	8	_____
	90-180 m	4	
3) Confluence of River/River or River/Stream	0-90 m	12	_____
	90 -180 m	6	
4) Confluence of Intermittent Streams	0 - 90 m	8	_____
	90 - 180 m	4	
5) Falls or Rapids	0 - 90 m	8	_____
	90 - 180 m	4	
6) Head of Draw	0 - 90 m	8	_____
	90 - 180 m	4	
7) Major Floodplain/Alluvial Terrace		32	_____
8) Knoll or swamp island		32	_____
9) Stable Riverine Island		32	_____
B. LAKES and PONDS (EXISTING or RELICT):			
10) Distance to Pond or Lake	0- 90 m	12	_____
	90 -180 m	6	
11) Confluence of River or Stream	0-90 m	12	_____
	90 -180 m	6	
12) Lake Cove/Peninsula/Head of Bay		12	_____
C. WETLANDS:			
13) Distance to Wetland (wetland > one acre in size)	0- 90 m	12	_____
	90 -180 m	6	
14) Knoll or swamp island		32	_____
D. VALLEY EDGE and GLACIAL LAND FORMS:			
15) High elevated landform such as Knoll Top/Ridge Crest/ Promontory		12	_____
16) Valley edge features such as Kame/Outwash Terrace**		12	_____

17) Marine/Lake Delta Complex**		12	_____
18) Champlain Sea or Glacial Lake Shore Line**		32	_____
E. OTHER ENVIRONMENTAL FACTORS:			
19) Caves /Rockshelters		32	_____
20) <input type="checkbox"/> Natural Travel Corridor <input type="checkbox"/> Sole or important access to another drainage <input type="checkbox"/> Drainage divide		12	_____
21) Existing or Relict Spring	0 – 90 m	8	_____
	90 – 180 m	4	_____
22) Potential or Apparent Prehistoric Quarry for stone procurement	0 – 180 m	32	_____
23)) Special Environmental or Natural Area, such as Milton aquifer, mountain top, etc. (these may be historic or prehistoric sacred or traditional site locations and prehistoric site types as well)		32	_____
F. OTHER HIGH SENSITIVITY FACTORS:			
24) High Likelihood of Burials		32	_____
25) High Recorded Site Density		32	_____
26) High likelihood of containing significant site based on recorded or archival data or oral tradition		32	_____
G. NEGATIVE FACTORS:			
27) Excessive Slope (>15%) or Steep Erosional Slope (>20)		- 32	_____
28) Previously disturbed land as evaluated by a qualified archeological professional or engineer based on coring, earlier as-built plans, or obvious surface evidence (such as a gravel pit)		- 32	_____
** refer to 1970 Surficial Geological Map of Vermont			
			Total Score:
Other Comments :			
0- 31 = Archeologically Non- Sensitive 32+ = Archeologically Sensitive			

VERMONT DIVISION FOR HISTORIC PRESERVATION
Environmental Predictive Model for Locating Precontact Archeological Sites

Project Name Carleton BRF 015-2 (10) County Rutland Town Carleton
 DHP No. _____ Map No. _____ Staff Init. _____ Date 01/06/15
 Additional Information _____

Environmental Variable	Proximity	Value	Assigned Score
A. RIVERS and STREAMS (EXISTING or RELICT):			
1) Distance to River or Permanent Stream (measured from top of bank)	0- 90 m	12	<u>12</u>
	90- 180 m	6	
2) Distance to Intermittent Stream	0- 90 m	8	_____
	90-180 m	4	
3) Confluence of River/River or River/Stream	0-90 m	12	_____
	90 -180 m	6	
4) Confluence of Intermittent Streams	0 - 90 m	8	_____
	90 - 180 m	4	
5) Falls or Rapids	0 - 90 m	8	_____
	90 - 180 m	4	
6) Head of Draw	0 - 90 m	8	_____
	90 - 180 m	4	
7) Major Floodplain/Alluvial Terrace		32	<u>32</u>
8) Knoll or swamp island		32	_____
9) Stable Riverine Island		32	_____
B. LAKES and PONDS (EXISTING or RELICT):			
10) Distance to Pond or Lake	0- 90 m	12	_____
	90 -180 m	6	
11) Confluence of River or Stream	0-90 m	12	_____
	90 -180 m	6	
12) Lake Cove/Peninsula/Head of Bay		12	_____
C. WETLANDS:			
13) Distance to Wetland (wetland > one acre in size)	0- 90 m	12	_____
	90 -180 m	6	
14) Knoll or swamp island		32	_____
D. VALLEY EDGE and GLACIAL LAND FORMS:			
15) High elevated landform such as Knoll Top/Ridge Crest/ Promontory		12	_____
16) Valley edge features such as Kame/Outwash Terrace**		12	_____

17) Marine/Lake Delta Complex**		12	_____
18) Champlain Sea or Glacial Lake Shore Line**		32	_____
E. OTHER ENVIRONMENTAL FACTORS:			
19) Caves /Rockshelters		32	_____
20) <input type="checkbox"/> Natural Travel Corridor <input type="checkbox"/> Sole or important access to another drainage <input type="checkbox"/> Drainage divide		12	_____
21) Existing or Relict Spring	0 – 90 m	8	_____
	90 – 180 m	4	_____
22) Potential or Apparent Prehistoric Quarry for stone procurement	0 – 180 m	32	_____
23)) Special Environmental or Natural Area, such as Milton aquifer, mountain top, etc. (these may be historic or prehistoric sacred or traditional site locations and prehistoric site types as well)		32	_____
F. OTHER HIGH SENSITIVITY FACTORS:			
24) High Likelihood of Burials		32	_____
25) High Recorded Site Density		32	_____
26) High likelihood of containing significant site based on recorded or archival data or oral tradition		32	<u>32</u>
G. NEGATIVE FACTORS:			
27) Excessive Slope (>15%) or Steep Erosional Slope (>20)		- 32	_____
28) Previously disturbed land as evaluated by a qualified archeological professional or engineer based on coring, earlier as-built plans, or obvious surface evidence (such as a gravel pit)		- 32	<u>-32</u>
** refer to 1970 Surficial Geological Map of Vermont			
			Total Score:
Other Comments :			
0- 31 = Archeologically Non- Sensitive 32+ = Archeologically Sensitive			

OFF-SITE ACTIVITY REVIEW



VTRANS ENVIRONMENTAL RESOURCE REVIEW

Project/District Name: Castleton BRF 015-2(10) Proposed Area Name: Schultz Construction—Ryder Property
 Waste Borrow Staging Other: _____ X: 442,722.75 Y: 122,956.02 (NAD83, meters)

Natural Resource Review Reviewer: Glenn Gingras, VTrans Biologist
 Accepted Rejected Date 5/20/15 Signature Glenn Gingras
Comments _____

Cultural Resource Review Reviewer: Brennan Gauthier, VTrans Arch
 Accepted Rejected Date 5/20/15 Signature Brennan Gauthier
Comments _____

The Site has been REJECTED for use at this time
The Contractor is advised to:
 Seek another site for use
 Hire an Environmental firm to _____
 Hire an Archeological consultant to clear Section 106 issues

This site has been ACCEPTED (Site does not warrant any special conditions)
 This site has been ACCEPTED with the following conditions:
 Maintain a minimum buffer of _____ feet from _____
 Orange fencing must be installed to protect nearby resources _____
 Materials must be placed on geotextile fabric
 Flood Hazard Area present - Use of this site expires 180 days from date of this authorization
 Use of this site must comply with applicable local/state/federal permitting regulations including but not limited to:

 Please contact the Construction Environmental Engineer prior to use of this site.
 Other: _____

The VT ANR Low Risk Site Handbook for EPSC measures should be used as a minimum measure for best management practices at waste, borrow and staging sites.

A copy of this Review has been faxed to the Resident Engineer/District Tech Yes No
A copy of this Review has been delivered to the Construction Env Eng (CEE) Yes No

This clearance is for the Natural and Cultural Resources Only.

OFF-SITE ACTIVITY SUBMITTAL



- This form is to be completed in its entirety by the Contractor/District Tech when proposing any waste, borrow, or staging area or any work outside the defined Contract construction limits.
- Submit to Karen Spooner: karen.spooner@state.vt.us, Phone: (802)828-2169, Fax: (802)828-2334, VTrans Program Development Division, Environmental Section, One National Life Drive, Montpelier, VT 05633-5001
- Submit a copy to the Resident Engineer
- Allow 21 calendar days (see Section 105.25 (c) of the VTrans Standard Specifications For Construction) for review once the application is administratively complete.

received
5.14.15

▪ **SUBMITTAL INFORMATION**

Project Name/District: CASTLETON BR 015-2 Contractor/District Tech: WM SCHULTZ CONST.
 Contact: KEVIN TURE Phone: 518-956-0255 Fax: 518-885-0744 E-mail: k.ture@wmschultz.com
 Resident Engineer: CHRIS WILLIAMS Phone: 802-298-4170 Fax: 802-786-3810

▪ **PROPOSAL INFORMATION** (Select one type of area being proposed for use per submittal and describe associated characteristics)

Waste Borrow Staging Other (ex. dewatering location): _____
 Material: Type (~~asphalt, concrete, earthen~~, etc.) EARTHEN Quantity (yds³) 300 cy +/-
 Total Area of Land Disturbance (sq ft) 3,000 SF +/- 3900
 Additional Info: To create a crane pad then leave material there

▪ **LANDOWNER/PROPERTY INFO** (Fill all applicable boxes; attach a Location Map and Sketch of Area)

Name: Joyce Rider Address: 224 RT. 30 SOUTH, BOX 156, BOMOSON VT 05732 Phone: 468-2964
 Print Name
 Private Residential/Commercial Town/State Owned Facility Other
 Additional Info: _____
 Are there other users of this site? Yes No
 Known past uses: _____
 Location Map (must be USGS Geological Survey Map (7.5')) FROM CONTRACT PLAN SHEETS
 Sketch of Area: North arrow Approx scale Recognizable features
 Permit Info:
 Act 250 Permit Exists? Yes No If Yes, # _____ Copy Enclosed? Yes No
 List of Other Existing Permits: _____

Landowner Agreement (Signature is required for all private-, town-, and state-owned properties)
 I, Joyce Rider, warrant that the information in the above permit application is accurate and agree
 Landowner/Facility Manager Signature
 to the use of the proposed area by W.M. SCHULTZ CONST. as shown on the attached sketch. If acting as the agent of
 Name of Contractor
 the Landowner, I warrant (1) that the Landowner has the full right, power, and authority to authorize the proposed use, (2) that I am authorized to act as the Landowner's agent, and (3) that my authority to act as the Landowner's agent has not been revoked.
 Date: 5/14/2015

This clearance is for the Natural and Cultural Resources Only.



SCHULTZ

May 12, 2015

State of Vermont Agency Of Transportation – Environmental Section
One National Life Drive
Montpelier, Vermont 05633-5001

Attn: Karen Spooner

Re: Castleton BRF 015-2(10)
Offsite Activity Submittal- Lands of Joyce Rider

Dear Karen,

Attached please find Offsite Activity Submittal for the land of Joyce Rider. The primary use of this land will be to establish a crane mat to facilitate the installation of the sheet pile wall and also a staging area for the duration of the project.

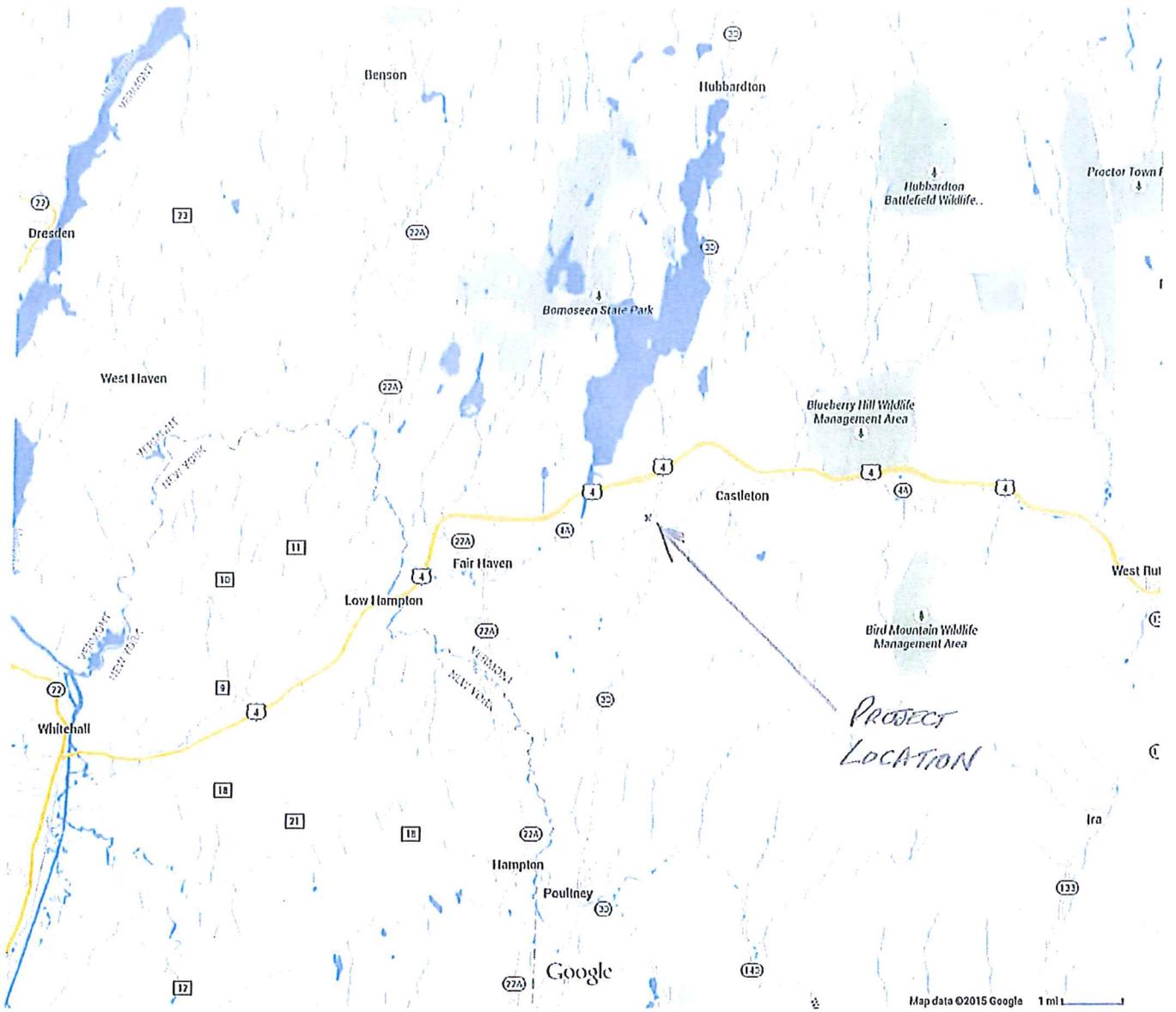
As such it will be necessary to place about 2-3 feet of clean fill on Mrs. Ryder's land. Mrs. Ryder has requested that we leave the fill in place to level out some low spots in her lawn, that should amount to about 300 cy of clean fill. At the completion, we will grade to drain, topsoil and seed.

Please do not hesitate to contact us should additional information be required.

Very truly yours,
W.M. Schultz Construction

Kevin C. Ture
Project Manager

cc Chris Williams, RE

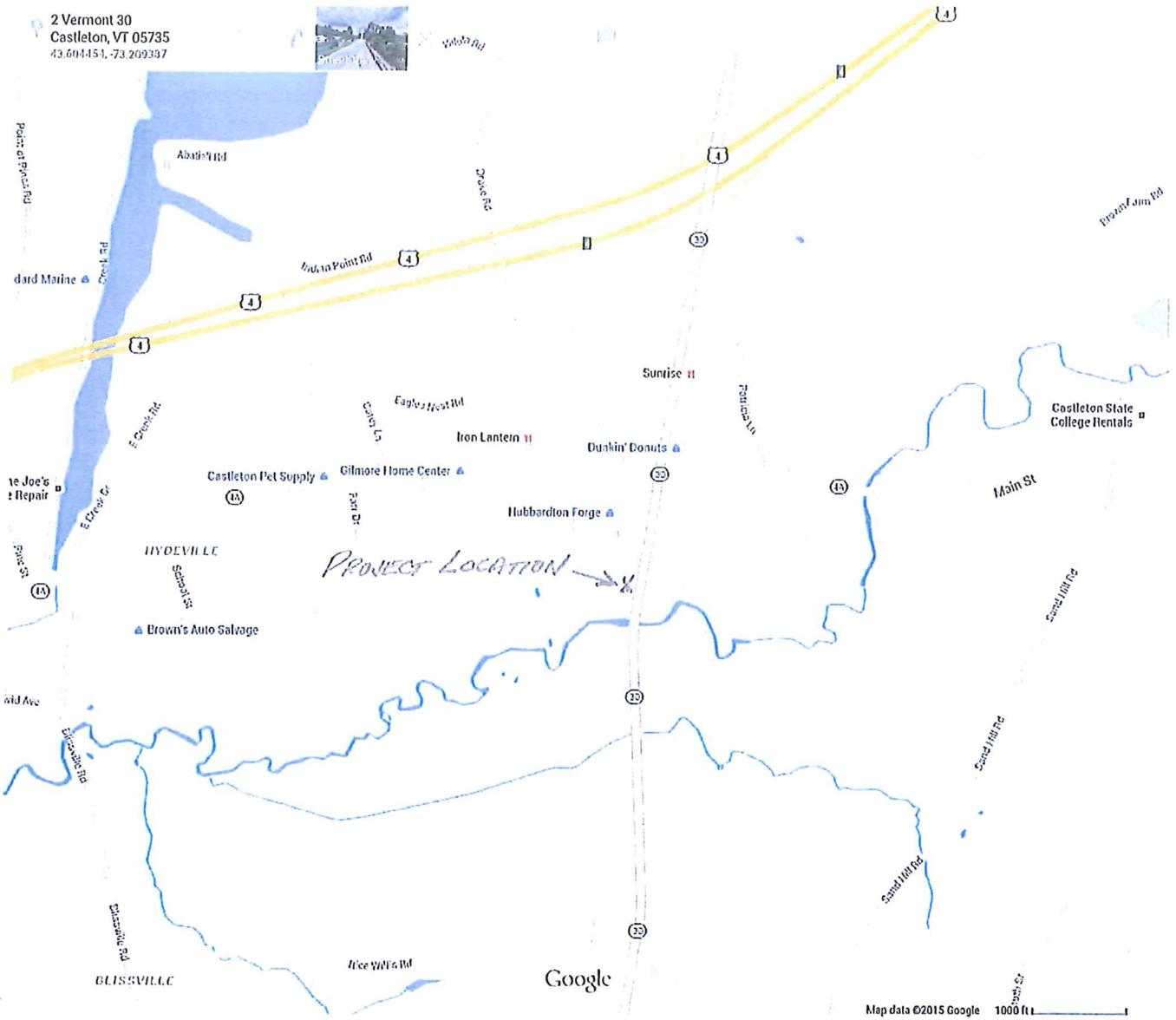


received
 5-14-15

5/14/2015

Google Maps

2 Vermont 30
Castleton, VT 05735
43.604451, -73.209337

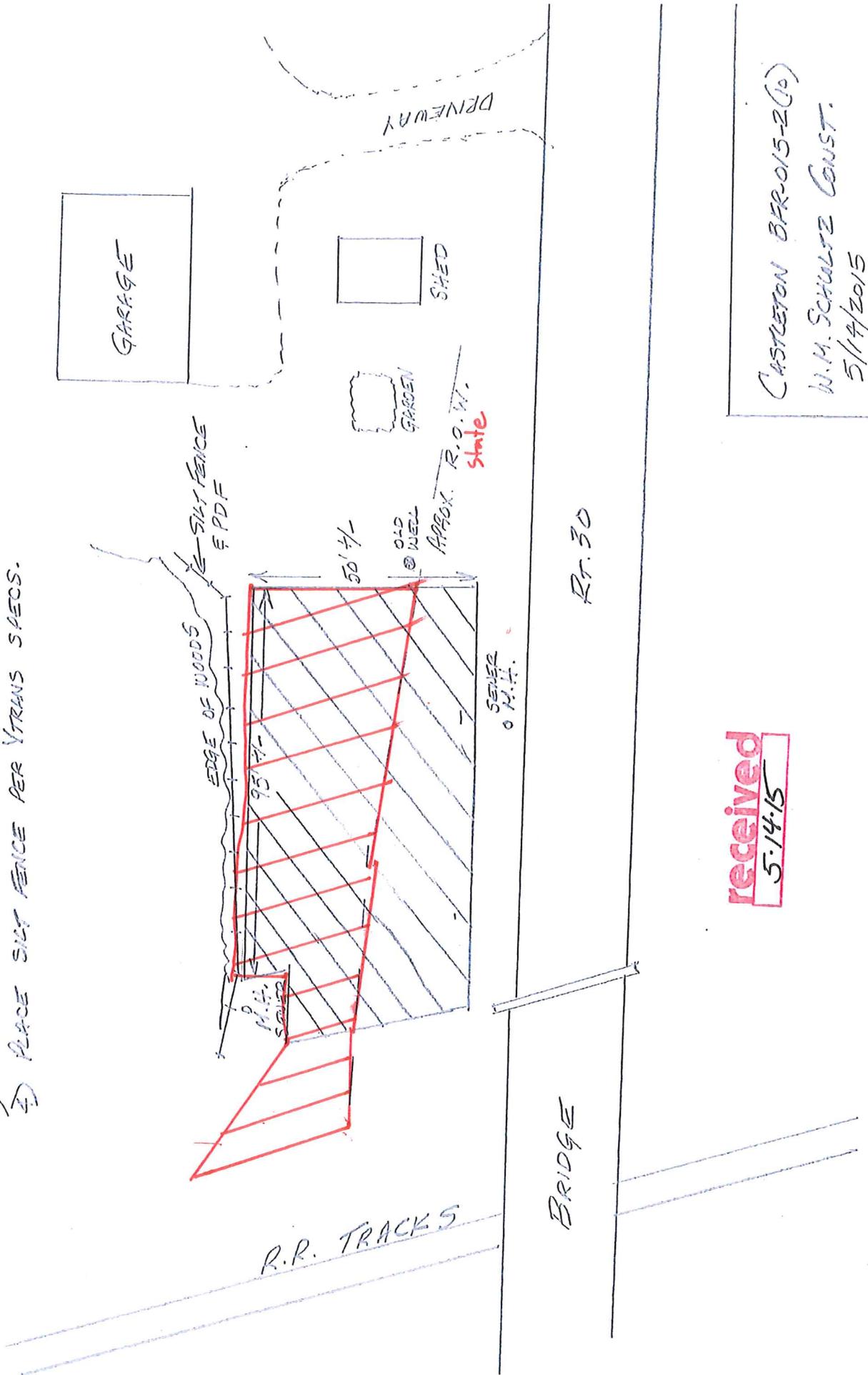


received
5-14-15

NOTES:

- 1) AREA ON RIVER LAND APPROX. 3,900 SF
- 2) PLACE 2'-3' CLEAN FILL FOR CRANE PAD, 300CY#
- 3) TOPSOIL, SEED AND MULCH ENTIRE AREA
- 4) PLACE SILT FENCE PER TRANS SPECS.

PROPOSED STAGING AREA
LAND OF JOYCE RIDER



received
5.14.15

CASTLETON BR-015-2(10)
W.M. SCHULTZ CONST.
5/17/2015

Spooner, Karen

From: Kevin Ture <KTure@wmschultz.com>
Sent: Thursday, May 14, 2015 3:21 PM
To: Spooner, Karen
Subject: RE: Offsite submittal Castleton BRF 015-2 (10)
Attachments: 20150514151635000.pdf

Karen,

There is only one area, both fill and staging for a crane pad will occur in the same area. As I explained in the letter, in order to level out the area for staging and make a crane pad, we need to place about 2-3' of fill. The land owner wants the fill left in place, graded to drain, topsoiled and seeded.

I attached some Google maps and a new sketch of the area and signed and dated the submittal. Please let me know if any further information is required.

Thanks

Kevin Ture
Schultz Construction
Heavy Civil Construction
831 State Route 67 | Curtis Industrial Park
PO Box 2620 | Ballston Spa, NY 12020
W: 518.885.0060 Ext. 221 F: 518.885.0744
C: 518.956.0255

Gruen Construction
A member of the Schultz Group of Companies

From: Spooner, Karen [<mailto:Karen.Spooner@state.vt.us>]
Sent: Wednesday, May 13, 2015 8:25 AM
To: Kevin Ture
Subject: RE: Offsite submittal Castleton BRF 015-2 (10)

Thank you for your submittal, however before I can forward it along for review I will need some additional information. First I will need a detailed sketch (see attached) of both sites (you have indicated a waste and a staging site). I will also need to know what and how much is being wasted and what and how much is being staged. I will also need a map (a Google map will suffice). Plan sheets do not work in most cases for our reviews. Once this information is received I will forward it along for review. If you have any questions please feel free to contact me. Also the bottom of the submittal was not dated.

Karen Spooner
Administrative Assistant
Vermont Agency of Transportation
Highway Division
Project Delivery Bureau - Environmental Section
1 National Life Drive
Montpelier, VT 05633-5001
(802) 828-2169

OFF-SITE ACTIVITY SUBMITTAL



- This form is to be completed in its entirety by the Contractor/District Tech when proposing any waste, borrow, or staging area or any work outside the defined Contract construction limits.
- Submit to Karen Spooner: karen.spooner@state.vt.us, Phone: (802)828-2169, Fax: (802)828-2334, VTrans Program Development Division, Environmental Section, One National Life Drive, Montpelier, VT 05633-5001
- Submit a copy to the Resident Engineer
- Allow 21 calendar days (see Section 105.25 (c) of the VTrans Standard Specifications For Construction) for review once the application is administratively complete.

received
5-13-15

▪ SUBMITTAL INFORMATION

Project Name/District: CASTLETON BR 015-2 Contractor/District Tech: WM SCHULTZ CONST.
 Contact: KEVIN TURE Phone: 518-956-0255 Fax: 518-885-0744 E-mail: kture@wmschultz.com
 Resident Engineer: CHRIS WILLIAMS Phone: 802-298-4170 Fax: 802-786-3810

▪ PROPOSAL INFORMATION (Select one type of area being proposed for use per submittal and describe associated characteristics)

Waste Borrow Staging Other (ex. dewatering location): _____
 Material: Type (asphalt, concrete, earthen etc.) EARTHEN Quantity (yds³) 300 cy +/-
 Total Area of Land Disturbance (sq ft) 3,000 SF +/-
 Additional Info: 3900

▪ LANDOWNER/PROPERTY INFO (Fill all applicable boxes; attach a Location Map and Sketch)

Name: Joyce Rider Address: 224 Rt. 30 South P.O. Box 156, Bolton
 Print Name
 Private Residential/Commercial Town/State Owned Facility
 Additional Info: _____
 Are there other users of this site? Yes No
 Known past uses: _____
 Location Map (must be USGS Geological Survey Map (7.5')) FROM CONTRA.
 Sketch of Area: North arrow Approx scale Recognizable feature
 Permit Info:
 Act 250 Permit Exists? Yes No If Yes, # _____ Copy Enclosed? Yes No
 List of Other Existing Permits: _____

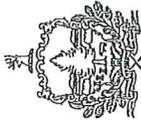
*Sketch
Google map
slope what? How much?
waste what? How much?
Rec'd 5/14/15
-TS*

Landowner Agreement (Signature is required for all private-, town-, and state-owned properties)

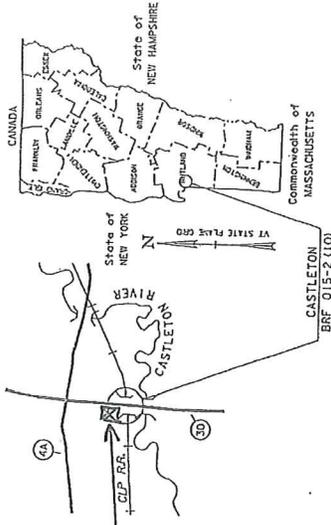
I, Joyce Rider, warrant that the information in the above permit application is accurate and agree
 Landowner/Facility Manager Signature
 to the use of the proposed area by _____ as shown on the attached sketch. If acting as the agent of
 Name of Contractor
 the Landowner, I warrant (1) that the Landowner has the full right, power, and authority to authorize the proposed use, (2) that I am authorized to act as the Landowner's agent, and (3) that my authority to act as the Landowner's agent has not been revoked.
 Date: _____

This clearance is for the Natural and Cultural Resources Only.

STATE OF VERMONT
AGENCY OF TRANSPORTATION



LOCATION PLAN

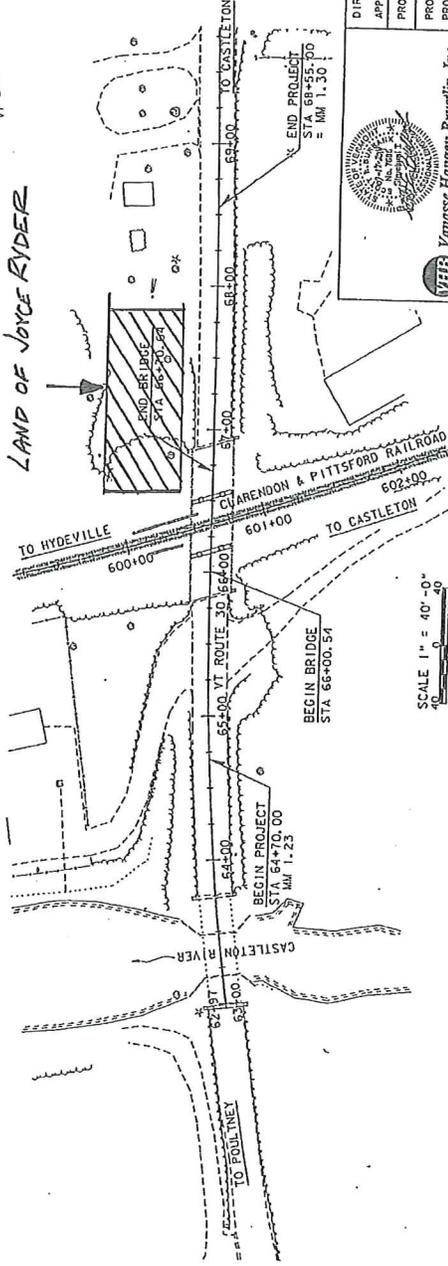


PROPOSED IMPROVEMENT
BRIDGE PROJECT

TOWN OF CASTLETON
COUNTY OF RUTLAND
VT ROUTE 30 (RURAL MINOR ARTERIAL), BRIDGE NO 93

- PROJECT LOCATION: LOCATED IN THE COUNTY OF RUTLAND, TOWN OF CASTLETON, ON VT ROUTE 30; BRIDGE NO. 93 OVER THE CLARENDON & PITTSFORD RAILROAD; APPROXIMATELY 0.3 MILES SOUTH OF INTERSECTION OF VT ROUTE 30 AND VT ROUTE 41A.
- PROJECT DESCRIPTION: WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES THE REMOVAL AND REPLACEMENT OF BRIDGE NO. 93 ON THE EXISTING ALIGNMENT, WITH ASSOCIATED ROADWAY AND RAIL WORK.
- LENGTH OF STRUCTURE: 70.10 FEET
 LENGTH OF ROADWAY: 314.50 FEET
 LENGTH OF PROJECT: 385.00 FEET
 LENGTH OF RAIL WORK: 1126.00 FEET

LOCATION PLAN
LAND OF JOYCE RYDER



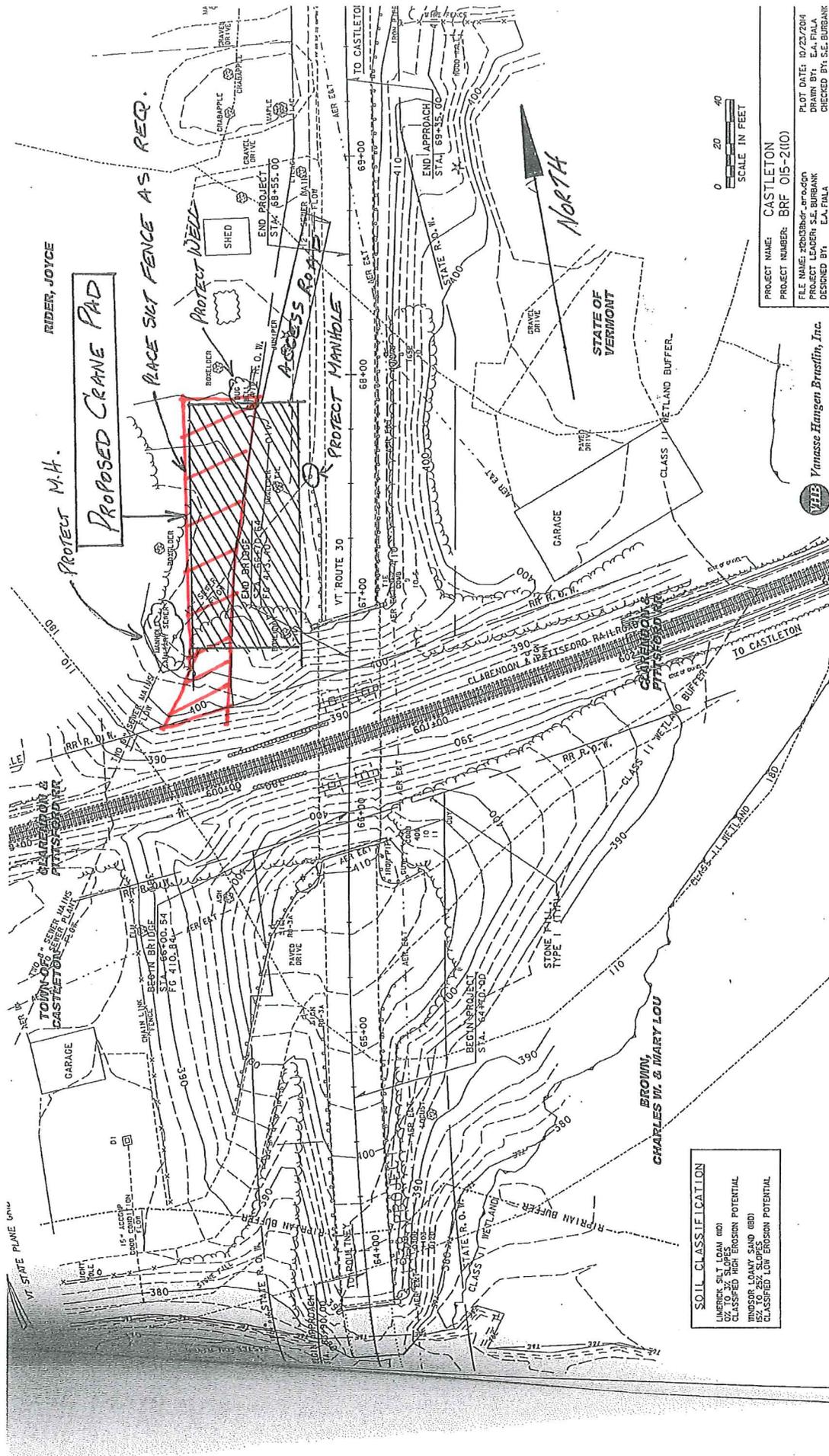
CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2011, AS APPROVED BY THE BOARD OF SUPERVISORS OF THE AGENCY OF TRANSPORTATION FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND PLANS. PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

QUALITY ASSURANCE PROGRAM : LEVEL 2	
SURVEYED BY :	L. ORVIS
SURVEYED DATE :	03-28-2012
DATUM	NAVD 88
HORIZONTAL	NAD83 (1992)

SCALE 1" = 40'-0"



DIRECTOR OF PROJECT DELIVERY	DATE 5/18/2011
APPROVED	SENIOR M.A. FITCH, P.E.
PROJECT MANAGER :	CASTLETON
PROJECT NUMBER :	BRF 015-2 (10)
SHEET 1 OF 81 SHEETS	



RIDER, JOYCE

PROTECT M.H.

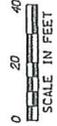
PROPOSED CRANE PAD

PLACE SKI FENCE AS REQ.

PROTECT WELL

Access Road

PROTECT MANHOLE



PROJECT NAME: CASTLETON
 PROJECT NUMBER: BR 015-2(10)
 FILE NAME: 200308br_015-2(10)
 PROJECT LEADER: S.E. BURGANK
 DESIGNED BY: E.A. FIALA
 CHECKED BY: S.E. BURGANK
 PLOTTED BY: S.E. BURGANK
 SHEET: 63 OF 62



SOIL CLASSIFICATION

LIMBURCK, SILTY LOAM (B1)
 CLASSIFIED HIGH EROSION POTENTIAL
 MUMFORD, CLAY (S1) (B2)
 15% TO 25% SLOPES
 CLASSIFIED LOW EROSION POTENTIAL

BROWN,
 CHARLES W. & MARY LOU

NORTH

OFF-SITE ACTIVITY EXEMPTION RECORD



To be completed by the Contractor and filed with the Resident Engineer.
Check the appropriate exemption category from the boxes below.

Staging Area Exemptions

The placement of construction trailers, equipment, and/or non-erodible materials

- On existing paved or gravel surfaces which will not require any additional earth disturbance

Borrow Site Exemptions

- Existing, in-use gravel pits which have an Act 250 Permit as long as the use does not modify the conditions of said permit (Act 250 Permit # provided by Contractor)
- Existing, in-use, commercial gravel pits that are "Grandfathered" from the Act 250 Permit Review Process as long as a landowner signature is provided
- Inter-project Material Usage - The use of surplus materials from one project as borrow for another in which the owner and contractor are the same in both projects and neither involve work outside the respective contract construction limits

Waste Disposal Exemptions

- The use of project generated Solid Wastes to build the same project, or another project owned by the same entity
- Batch plants for recycling of materials and subsequent re-use
- The disposal of any (erodible or non-erodible) materials in an existing shed at any public transportation facility to which the material will be stored for later re-use
- Existing, in-use gravel pits which have an Act 250 Permit as long as the use does not modify the conditions of said permit (Act 250 Permit # provided by Contractor)
- Existing, in-use, commercial gravel pits that are "Grandfathered" from the Act 250 Permit Review Process as long as a landowner signature is provided
- Inter-project Material Usage - The use of surplus materials from one project as borrow for another in which the owner and contractor are the same in both projects and neither involve work outside the respective contract construction limits
- The disposal of hazardous materials at a facility which has been reviewed and approved by the Agency's Hazardous Materials Specialist

Project Name: _____

Proposed Area Name: Brown's SAND Pit Pit opened 1950

Landowner Signature: Charles W. Brown

Act 250 Permit # (for Existing, In-use sites) _____

Act 250 Grandfathered Signature Charles W. Brown
(Owner or authorized representative)



SCHULTZ

June 16, 2015

State of Vermont Agency Of Transportation – Environmental Section
One National Life Drive
Montpelier, Vermont 05633-5001

Attn: Karen Spooner

Re: Castleton BRF 015-2(10)
Offsite Activity Submittal- *Lands of State of Vermont*

Dear Karen,

Attached please find our Offsite Activity Submittal for the land of The State of Vermont for Access to the project site on Rt. 30 in Castleton, Vermont. The areas highlighted outside the temporary construction limit are labeled and are approximately **A - 3,600 SF +/-**, **B – 2,000 SF +/-** and **C** which is located in the VTRANS maintenance facility area for **9,100 SF +/-**. Area C will have some project wastes placed in it, at this time we have also filed a IWMEA with the state. All areas disturbed will be returned to natural conditions at project completion. The requested access areas will allow us to access other planned areas of the job and adjacent private property which we have already obtained approved off site activities for.

Please do not hesitate to contact us should additional information be required.

Sincerely,
W.M. Schultz Construction

Mike Garn
Asst. Project Manager

cc Chris Williams, RE

OFF-SITE ACTIVITY SUBMITTAL



- This form is to be completed in its entirety by the Contractor/District Tech when proposing any waste, borrow, or staging area or any work outside the defined Contract construction limits.
- Submit to Karen Spooner: karen.spooner@state.vt.us, Phone: (802)828-2169, Fax: (802)828-2334, VTrans Program Development Division, Environmental Section, One National Life Drive, Montpelier, VT 05633-5001
- Submit a copy to the Resident Engineer
- Allow 21 calendar days (see Section 105.25 (c) of the VTrans Standard Specifications For Construction) for review once the application is administratively complete.

▪ **SUBMITTAL INFORMATION**

Project Name/District: <u>Castleton BRF 015-2(10)</u>		Contractor/District Tech: <u>WM Schultz Construction</u>	
Contact: <u>Kevin Tore</u>	Phone: <u>518-956-0255</u>	Fax: <u>518-885-0744</u>	E-mail: <u>ktore@wmschultz.com</u>
Resident Engineer: <u>Chris Williams</u>	Phone: <u>802-498-4170</u>	Fax: <u>802-786-3810</u>	

▪ **PROPOSAL INFORMATION** (Select one type of area being proposed for use per submittal and describe associated characteristics)

<input checked="" type="checkbox"/> Waste	<input type="checkbox"/> Borrow	<input type="checkbox"/> Staging	<input checked="" type="checkbox"/> Other (ex. dewatering location): <u>Access</u>
Material: Type (asphalt, concrete, earthen, etc.) <u>Asphalt, Concrete, Earth</u>		Quantity (yds ³) <u>1500 cy</u>	
Total Area of Land Disturbance (sq ft) <u>14,700 SF +/-</u>			
Additional Info: _____			

▪ **LANDOWNER/PROPERTY INFO** (Fill all applicable boxes; attach a Location Map and Sketch of Area)

Name: <u>VTRANS</u>	Address: <u>61 VALLEY VIEW, SUITE 2 MENDON, VT 05701</u>	Phone: <u>802-786-5826</u>
Print Name		
<input type="checkbox"/> Private Residential/Commercial	<input checked="" type="checkbox"/> Town/State Owned Facility	<input type="checkbox"/> Other
Additional Info: _____		
Are there other users of this site? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
Known past uses: _____		
<input checked="" type="checkbox"/> Location Map (must be USGS Geological Survey Map (7.5'))		
<input checked="" type="checkbox"/> Sketch of Area:	<input checked="" type="checkbox"/> North arrow	<input checked="" type="checkbox"/> Approx scale <input checked="" type="checkbox"/> Recognizable features
Permit Info:		
Act 250 Permit Exists? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, # _____ Copy Enclosed? <input type="checkbox"/> Yes <input type="checkbox"/> No		
List of Other Existing Permits: _____		

Landowner Agreement (Signature is required for all private-, town-, and state-owned properties)

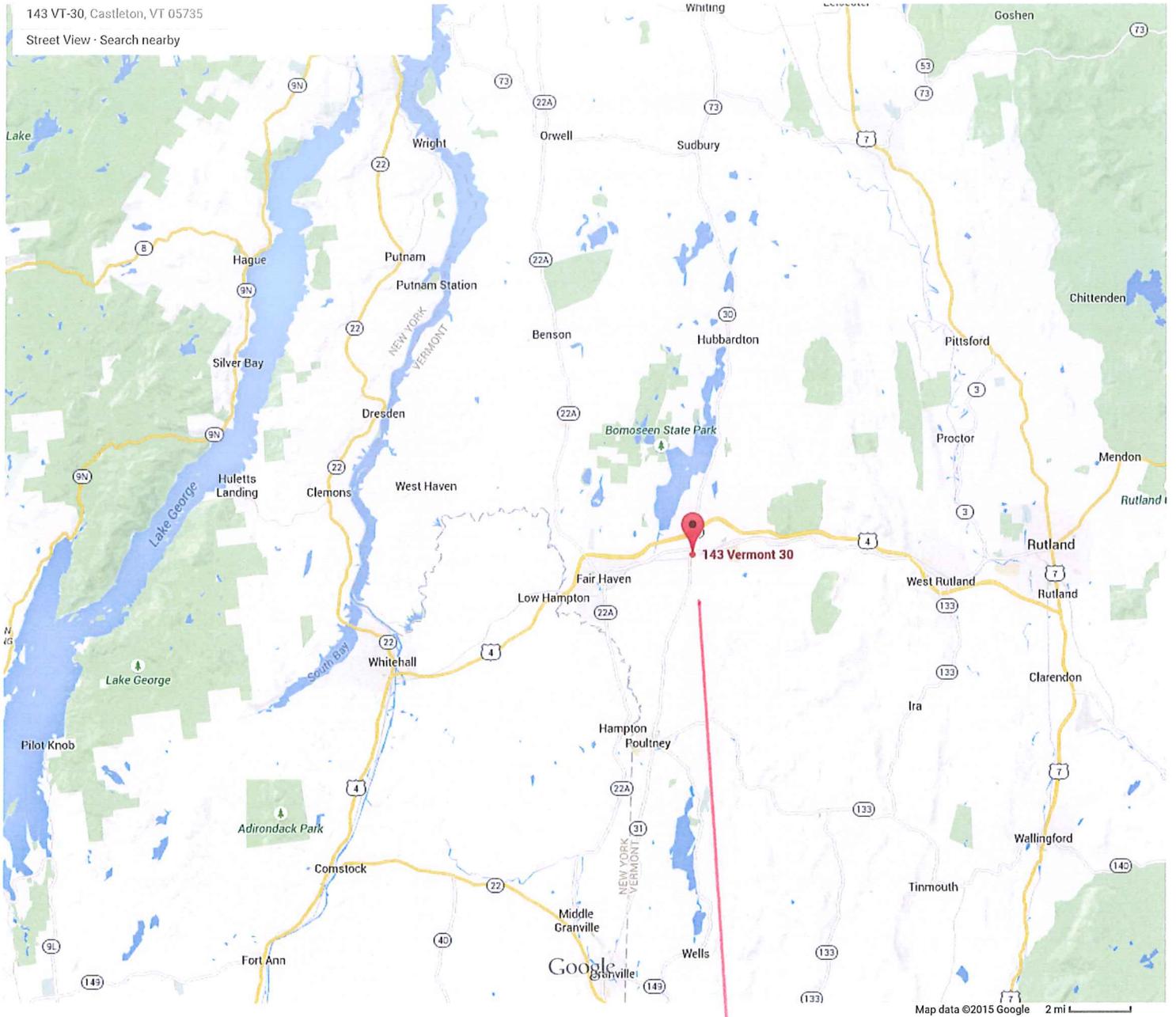
I, [Signature], warrant that the information in the above permit application is accurate and agree
Landowner/Facility Manager Signature

to the use of the proposed area by WM Schultz Const. as shown on the attached sketch. If acting as the agent of
Name of Contractor

the Landowner, I warrant (1) that the Landowner has the full right, power, and authority to authorize the proposed use, (2) that I am authorized to act as the Landowner's agent, and (3) that my authority to act as the Landowner's agent has not been revoked.

Date: 6/16/15

This clearance is for the Natural and Cultural Resources Only.



Approx. Job Location

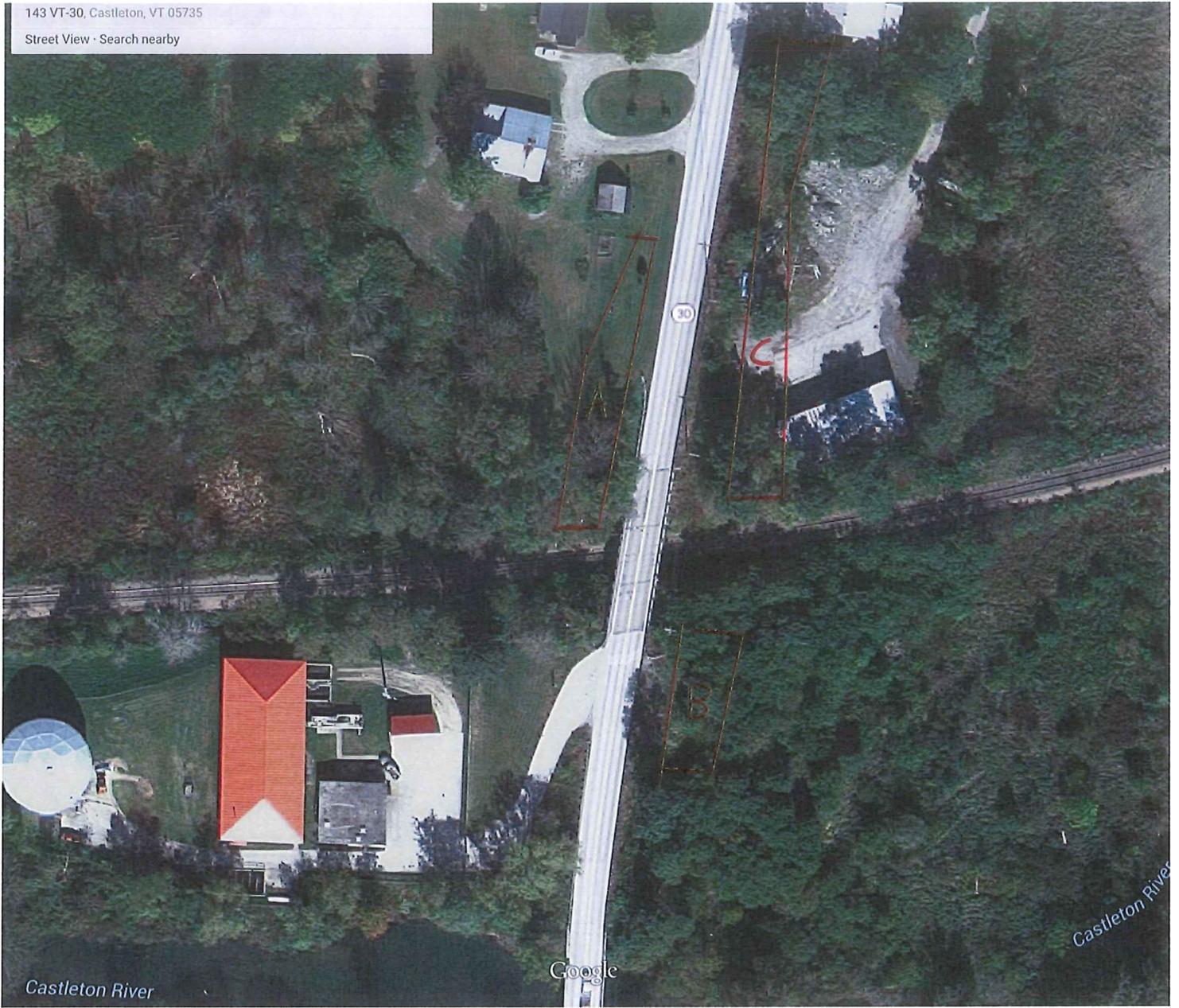
143 VT-30, Castleton, VT 05735

Street View · Search nearby



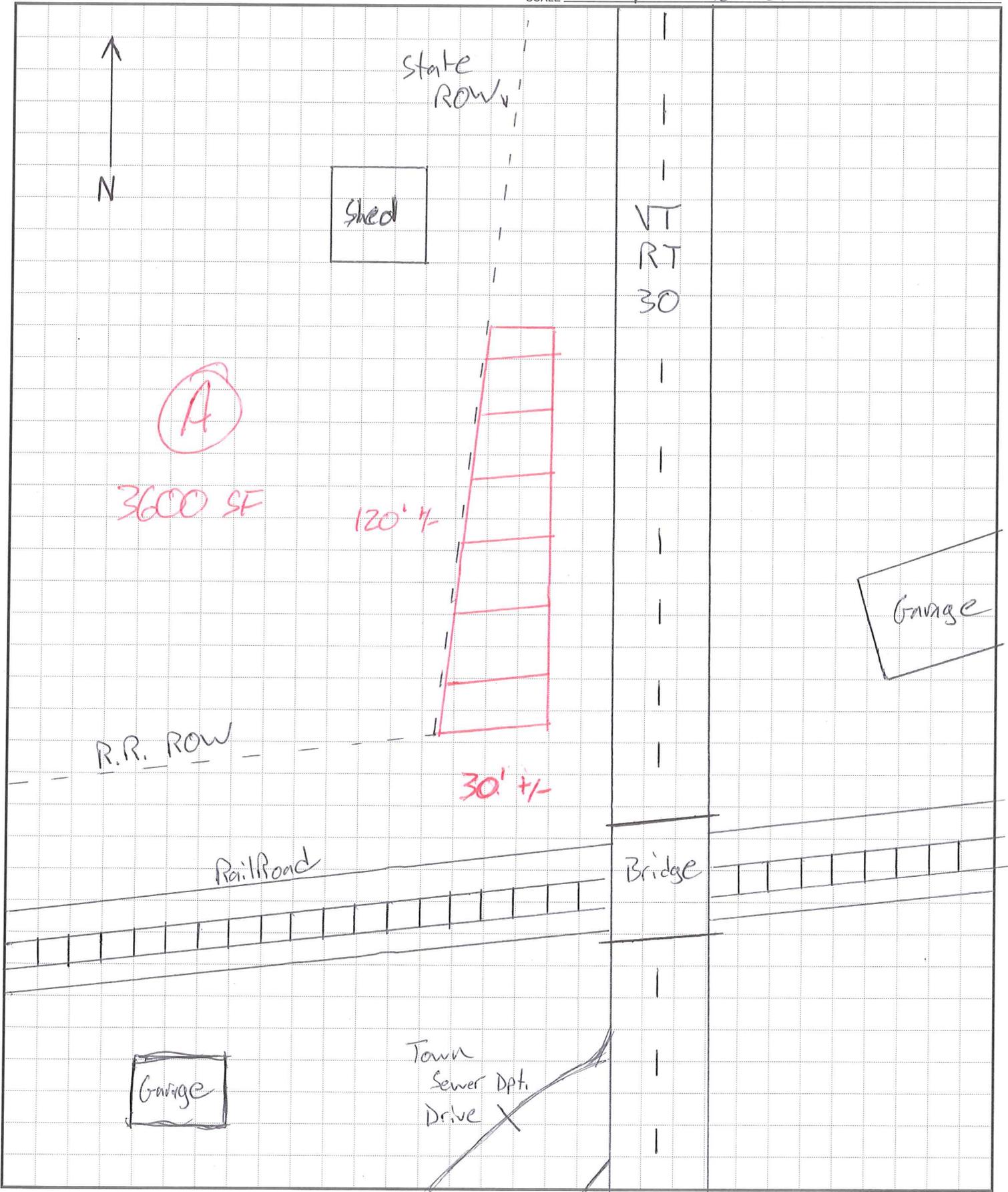
Approx. Job Location





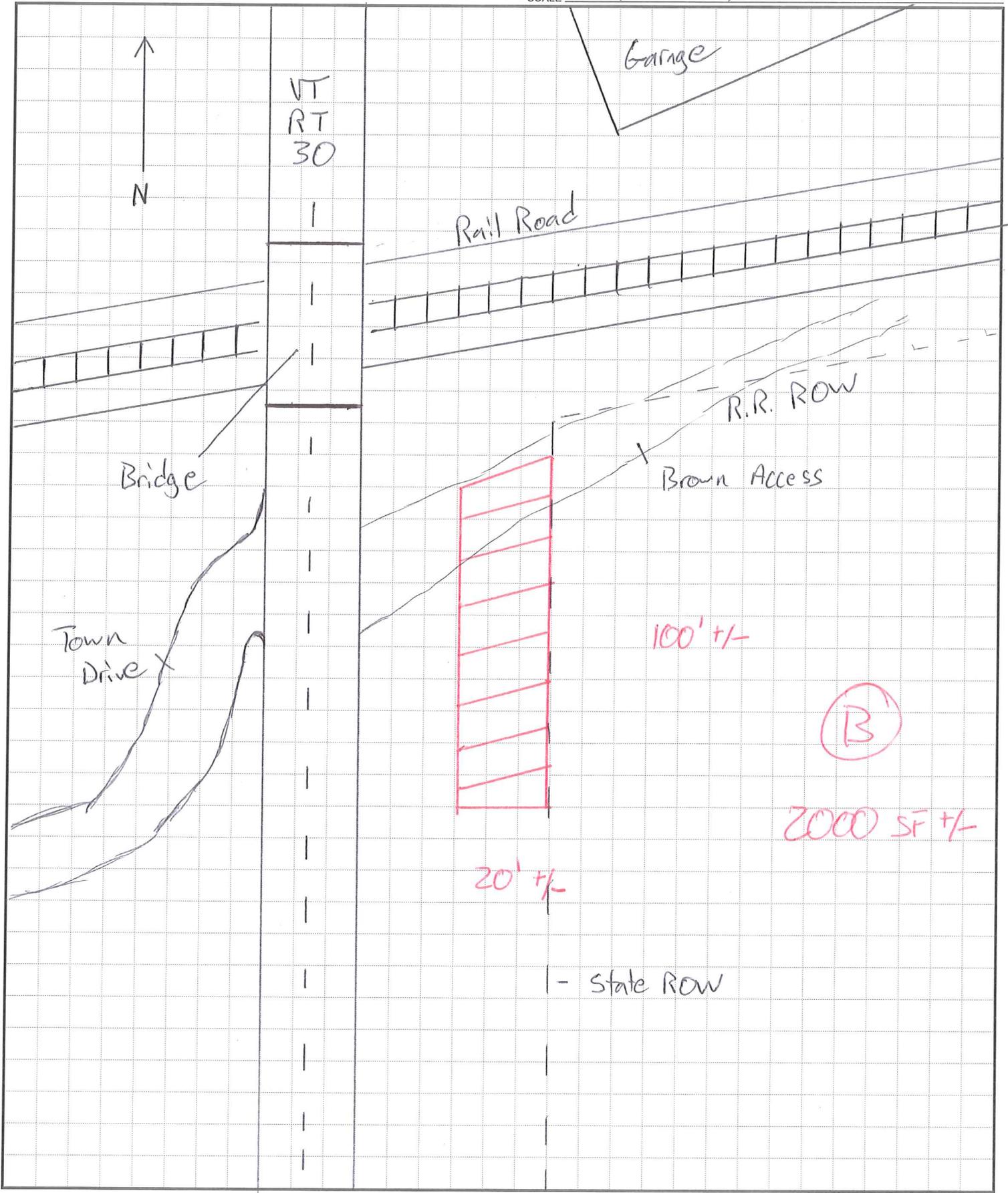
W.M. Schultz Construction, Inc.
P.O. Box 2620
Ballston Spa, New York 12020
(518)-885-0060 Fax (518) 885-0744

JOB Castleton BRF 015-2 (10)
SHEET NO. 1 OF 3
CALCULATED BY _____ DATE _____
CHECKED BY MG DATE 6/17/15
SCALE NOT To Scale



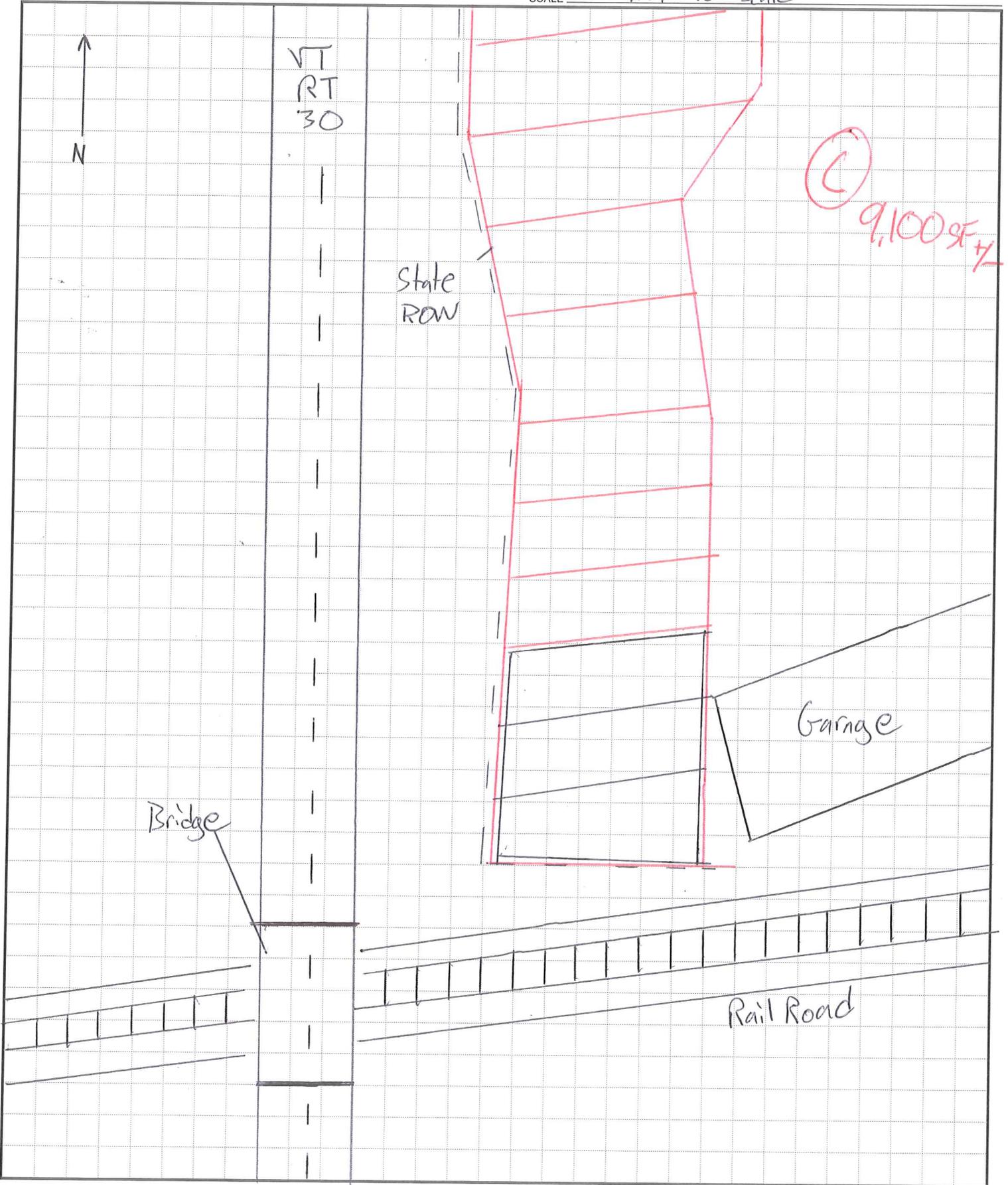
W.M. Schultz Construction, Inc.
P.O. Box 2620
Ballston Spa, New York 12020
(518)-885-0060 Fax (518) 885-0744

JOB Castleton BRF 015-2 (10)
SHEET NO. 2 OF 3
CALCULATED BY _____ DATE _____
CHECKED BY MB DATE 6/17/15
SCALE NOT TO Scale

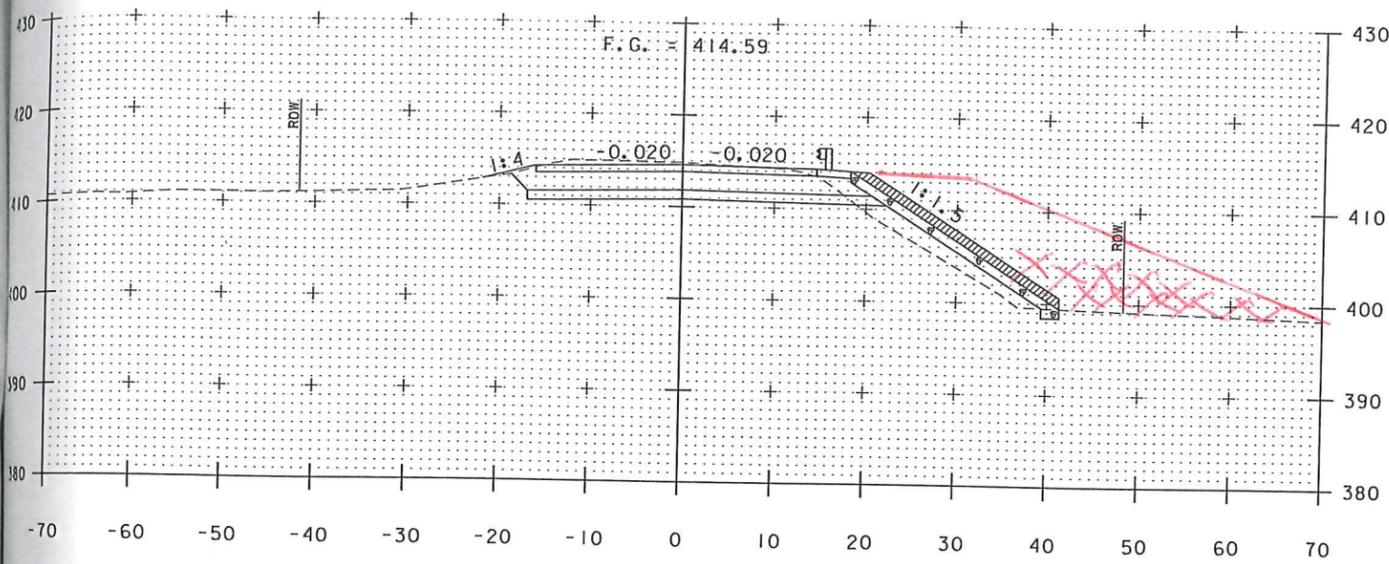


W.M. Schultz Construction, Inc.
P.O. Box 2620
Ballston Spa, New York 12020
(518)-885-0060 Fax (518) 885-0744

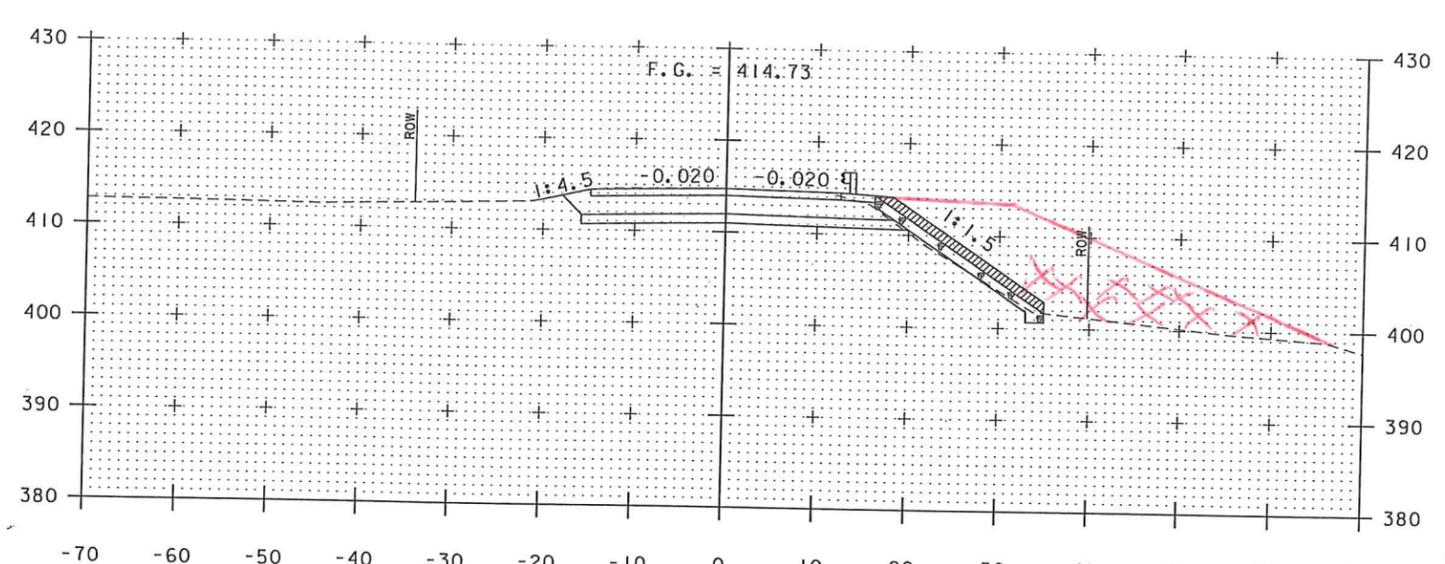
JOB Castleton BRF 015-2(10)
SHEET NO. 3 OF 3
CALCULATED BY _____ DATE _____
CHECKED BY mb DATE 6/17/15
SCALE NOT To Scale



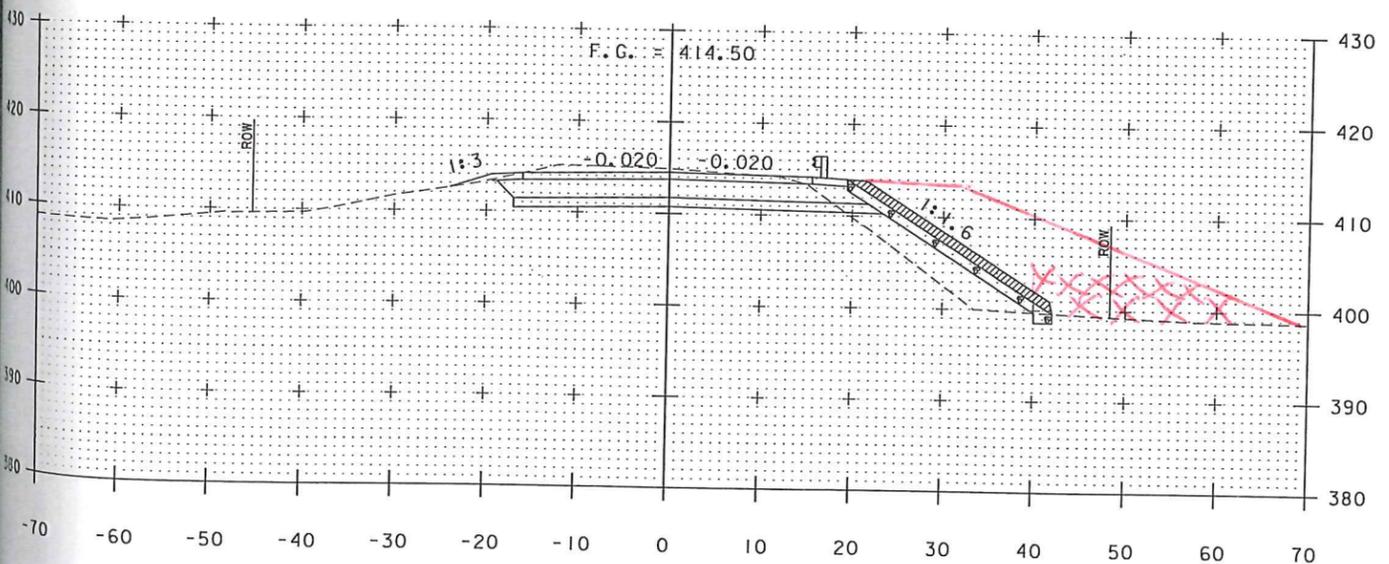
C



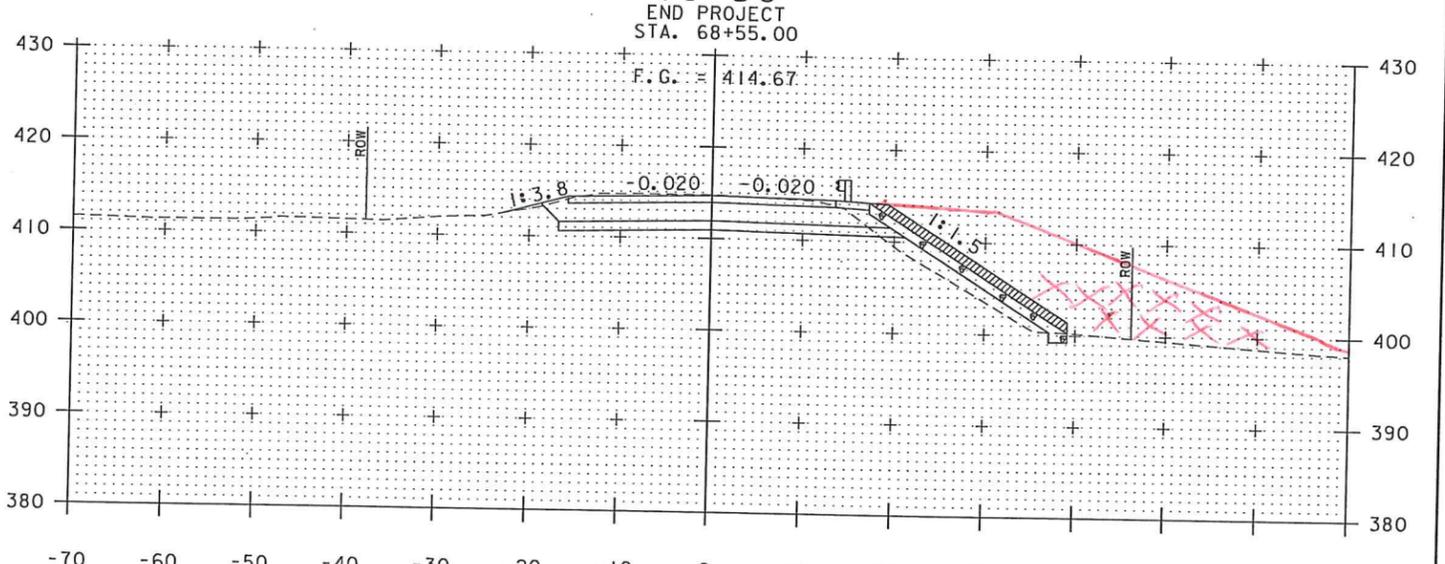
68+00



68+50
END PROJECT
STA. 68+55.00



67+75

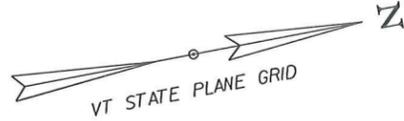


68+25

ROADWAY CROSS SECTIONS
SCALE 1" = 10'-0"
STA. 67+75 - 68+50



PROJECT NAME: CASTLETON	PLOT DATE: 9/19/2014
PROJECT NUMBER: BRF 015-(2)	DRAWN BY: M.C. SCOTT
FILE NAME: z12b138xs.dgn	CHECKED BY: E.A. FIALA
PROJECT LEADER: S.E. BURBANK	SHEET 61 OF 82
DESIGNED BY: E.A. FIALA	
ROADWAY CROSS SECTIONS (5 OF 6)	



TOWN OF CASTLETON
CLARENDON & PITTSFORD RR

RIDER, JOYCE

A 3,600 SF +/-

B 2,000 SF +/-

C 9,100 SF +/-

BROWN,
CHARLES W. & MARY LOU

CLARENDON & PITTSFORD RR

STATE OF VERMONT

SOIL CLASSIFICATION

LIMERICK SILT LOAM (110)
0% TO 3% SLOPES
CLASSIFIED HIGH EROSION POTENTIAL

WINDSOR LOAMY SAND (18D)
15% TO 25% SLOPES
CLASSIFIED LOW EROSION POTENTIAL



PROJECT NAME:	CASTLETON	PLOT DATE:	10/23/2014
PROJECT NUMBER:	BRF 015-2(10)	DRAWN BY:	E.A. FIALA
FILE NAME:	z12b138bdr_ero.dgn	CHECKED BY:	S.E. BURBANK
PROJECT LEADER:	S.E. BURBANK	SHEET	69 OF 82
DESIGNED BY:	E.A. FIALA		
ROADWAY EPSC EXISTING SITE PLAN			



STATE OF VERMONT AGENCY OF TRANSPORTATION



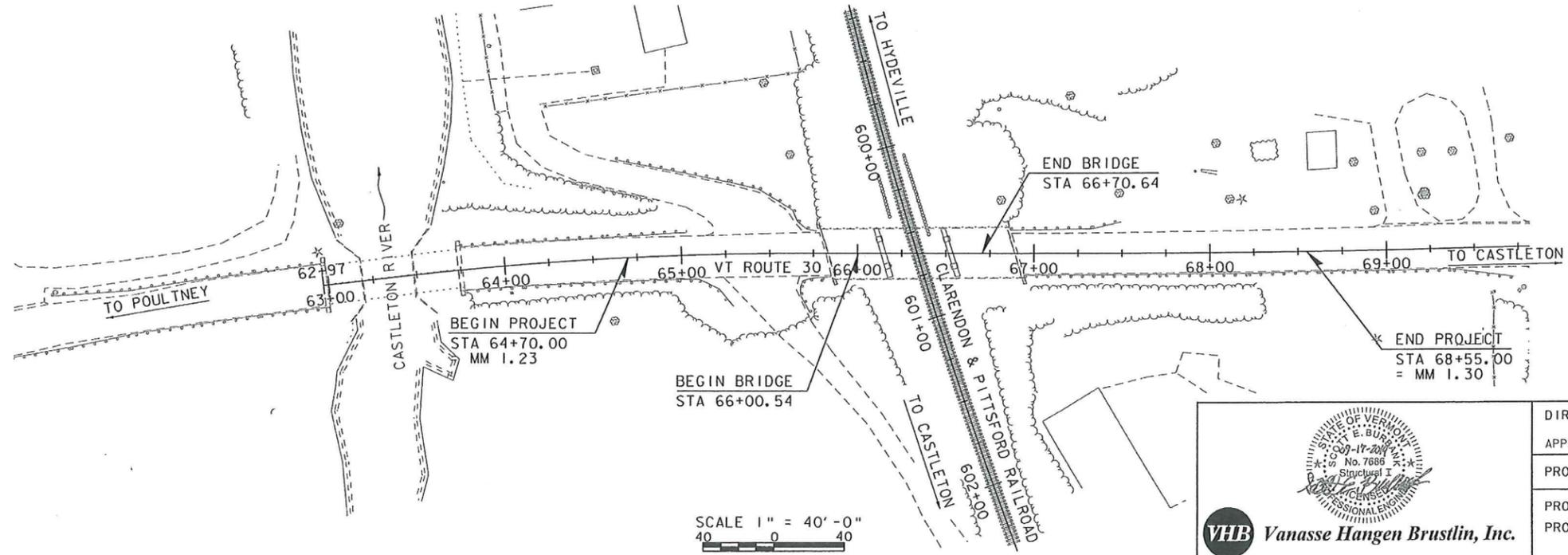
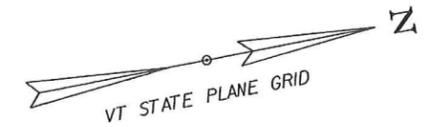
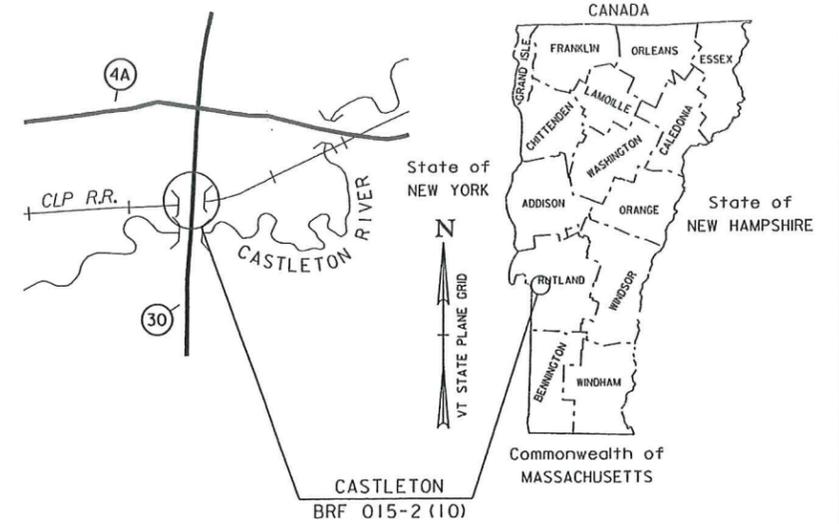
PROPOSED IMPROVEMENT BRIDGE PROJECT

TOWN OF CASTLETON
COUNTY OF RUTLAND
VT ROUTE 30 (RURAL MINOR ARTERIAL), BRIDGE NO 93

PROJECT LOCATION: LOCATED IN THE COUNTY OF RUTLAND, TOWN OF CASTLETON, ON VT ROUTE 30; BRIDGE NO. 93 OVER THE CLARENDON AND PITTSFORD RAILROAD; APPROXIMATELY 0.3 MILES SOUTH OF INTERSECTION OF VT ROUTE 30 AND VT ROUTE 4A.

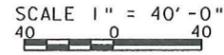
PROJECT DESCRIPTION: WORK TO BE PERFORMED UNDER THIS PROJECT INCLUDES THE REMOVAL AND REPLACEMENT OF BRIDGE NO. 93 ON THE EXISTING ALIGNMENT, WITH ASSOCIATED ROADWAY AND RAIL WORK.

LENGTH OF STRUCTURE: 70.10 FEET
LENGTH OF ROADWAY: 314.90 FEET
LENGTH OF PROJECT: 385.00 FEET
LENGTH OF RAIL WORK: 1126.00 FEET



CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE WITH THESE PLANS AND THE STANDARD SPECIFICATIONS FOR CONSTRUCTION DATED 2011, AS APPROVED BY THE FEDERAL HIGHWAY ADMINISTRATION ON JULY 20, 2011 FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT REVISIONS AND SUCH REVISED SPECIFICATIONS AND SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE PLANS.

QUALITY ASSURANCE PROGRAM : LEVEL 2	
SURVEYED BY :	L. ORVIS
SURVEYED DATE :	03-28-2012
DATUM	
VERTICAL	NAVD 88
HORIZONTAL	NAD83 (1992)



VHB Vanasse Hangen Brustlin, Inc.

DIRECTOR OF PROJECT DELIVERY	
APPROVED	DATE 9/18/2014
PROJECT MANAGER :	JENNIFER M.V. FITCH, P.E.
PROJECT NAME :	CASTLETON
PROJECT NUMBER :	BRF 015-2 (10)
SHEET 1	OF 81 SHEETS

OFF-SITE ACTIVITY EXEMPTION RECORD



To be completed by the Contractor and filed with the Resident Engineer.
Check the appropriate exemption category from the boxes below.

Staging Area Exemptions

The placement of construction trailers, equipment, and/or non-erodible materials

- On existing paved or gravel surfaces which will not require any additional earth disturbance

Borrow Site Exemptions

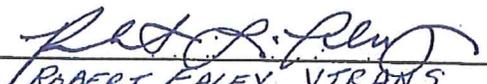
- Existing, in-use gravel pits which have an Act 250 Permit as long as the use does not modify the conditions of said permit (Act 250 Permit # provided by Contractor)
- Existing, in-use, commercial gravel pits that are "Grandfathered" from the Act 250 Permit Review Process as long as a landowner signature is provided
- Inter-project Material Usage - The use of surplus materials from one project as borrow for another in which the owner and contractor are the same in both projects and neither involve work outside the respective contract construction limits

Waste Disposal Exemptions

- The use of project generated Solid Wastes to build the same project, or another project owned by the same entity
- Batch plants for recycling of materials and subsequent re-use
- The disposal of any (erodible or non-erodible) materials in an existing shed at any public transportation facility to which the material will be stored for later re-use
- Existing, in-use gravel pits which have an Act 250 Permit as long as the use does not modify the conditions of said permit (Act 250 Permit # provided by Contractor)
- Existing, in-use, commercial gravel pits that are "Grandfathered" from the Act 250 Permit Review Process as long as a landowner signature is provided
- Inter-project Material Usage - The use of surplus materials from one project as borrow for another in which the owner and contractor are the same in both projects and neither involve work outside the respective contract construction limits
- The disposal of hazardous materials at a facility which has been reviewed and approved by the Agency's Hazardous Materials Specialist

Project Name: CASTLETON BRP 015-2 (10)

Proposed Area Name: VTRANS DIST. 3 CASTLETON YARD

Landowner Signature: 
ROBERT FALEY, VTRANS

Act 250 Permit # (for Existing, In-use sites) _____

Act 250 Grandfathered Signature _____
(Owner or authorized representative)



SCHULTZ

TEMPORARY LAND USE AGREEMENT
For Temporary Access and Staging Area

I, Robert Faley who is the representative of owner of property located VTRANS District # 3 ^{R/F KCT 5/15/15}
Castleton Maintenance Yard Rt. 30, Castleton, Vermont agrees to allow W.M. Schultz Construction, Inc., (WMSCI) to utilize the property for temporary site access and storage of equipment/job materials for the duration of the construction project known as CASTLETON BFR 015-2 (10), Bridge 93 over Clarendon Pittsford Railroad.

Restoration:

The area disturbed by WMSCI shall be restored to match its original condition upon removal of the items temporarily stored on the property and demobilization from the site.

Insurance:

WMSCI agrees to provide insurance protection for its activities at the property and shall provide a Certificate of Insurance upon request.

Payment:

In lieu of payment, WM Schultz Construction agrees to demolish, remove and dispose of the existing approx. 80' x 35' storage barn on the south end of the property. VTRANS to verify nonexistence of hazardous materials before demolition.

as to the subject matter herein. ^{R/F KCT 5/15/15}

This document contains the entire Agreement. It may only be changed by written amendment signed by both parties.

STATE OF VERMONT AGENCY OF TRANSPORTATION

W.M. SCHULTZ CONSTRUCTION, INC.

By: *[Signature]*

By: *[Signature]*

Date: 5/15/15

Date: 5/19/2015

831 Route 67
Curtis Industrial Park
P.O. Box 2620
Ballston Spa, NY 12020

www.WMSchultzConstruction.com

Phone: 518/885-0060
Fax: 518/885-0744

APPENDIX E
EPSC PLAN REVISION DOCUMENTATION FORM

EPSC Plan Revision Documentation Form

This Erosion Prevention and Sediment Control Plan (EPSC Plan) should be revised and updated to address changes in site conditions, new or revised government regulations, and additional on-site stormwater and erosion controls.

All revisions to the EPSC Plan must be documented on the EPSC Plan Revision Documentation Form, which should include the information shown below. The authorized facility representative who approves the EPSC Plan should be an individual at or near the top of the facility's management organization, such as the president, vice president, construction manager or supervisor, on-site coordinator, or environmental manager. The signature of this representative attests that the EPSC Plan revision information is true and accurate. Previous authors and facility representatives are not responsible for the revisions.

Revision Number	Description of the Revision	Date	Revision Preparer	Company Representative Signature
Originally Issued	Draft	June 4, 2015	Pathways Consulting, LLC	 Scott A. Williams, P.E.
1	Submitted to VTrans	June 8, 2015	Pathways Consulting, LLC	 Scott A. Williams, P.E.
2	Final Revisions per VTrans	June 17, 2015	Pathways Consulting, LLC	 Scott A. Williams, P.E.
3				
4				
5				

APPENDIX F
NOTICE OF ADDITION

Notice of Addition
Of Owners or Operators To Coverage
Under Vermont Construction General Permit 3-9020



Submission of this completed form constitutes notice that the entity in Section C seeks to be added as a co-permittee to an existing authorization to discharge under Vermont's Stormwater Construction General Permit (CGP) from the project identified in Section A. All landowners and persons who meet the definition of Principal Operator (Subparts 2.1B, 3.1B of the CGP) and who were not included on the original NOI must submit a Notice of Addition form.

A. Project Information

1. Project Name: CASTLETON BRP 015-2 (10) 2. Notice of Intent Number: 7110-9020.A

B. Original Permittee Information

1. Name: STATE OF VERMONT - AGENCY OF TRANSPORTATION

2. Mailing Address:

a. Street/PO Box: ONE NATIONAL LIFE DRIVE

b. City/Town: MONTPELIER c. State: VT. d. Zip: 05633

3. Contact Information

a. Phone: 802-828-3918 b. Fax: _____ c. Email: JAMES.BRADY@STATE.VT.US

C. New Co-Permittee Information

Check one or both: New Landowner New Principal Operator

1. Name: W.M. SCHULTZ CONSTRUCTION, INC., KEVIN TURE, PROJECT MANAGER

2. Business Name: W.M. SCHULTZ CONST. Co. INC.

3. Mailing Address:

a. Street/PO Box: P.O. BOX 2620

b. City/Town: BALLSTON SPA c. State: N.Y. d. Zip: 12020

4. Contact Information

a. Phone: 518-956-0255 b. Fax: 518-885-0744 c. Email: Kture@wmschultz.com

D. Request for Addition as Co-Permittee

I hereby request that the entity in Section C be added as co-permittee to the existing authorization to discharge stormwater from construction activities stated in Section A. In requesting co-permittee status, I hereby certify under the penalty of law that I have read, understand, and meet the eligibility conditions of the CGP; that I agree to comply with all applicable terms and conditions of the CGP; that I understand that continued authorization under the CGP is contingent on maintaining eligibility for coverage, and that the applicable practices in the authorized Erosion Prevention and Sediment Control Plan must be implemented and maintained for the duration of the construction activities. I agree to comply with all applicable terms and conditions of the General Permit 3-9020.

Signature: [Signature] Date: 6/16/2015

Submit Original Form to:
 VT DEC, Watershed Management Division
 1 National Life Drive, Main 2
 Montpelier, VT, 05620-3522

Appendix G
Updated Risk Assessment and Support

APPENDIX A - RISK EVALUATION

Accurately answering the questions in this appendix will allow you to determine whether a proposed construction project is considered a Low Risk or Moderate Risk project, which defines the application and permit requirements that are applicable to your project.

The risk evaluation procedure consists of two parts. Part I is a Basic Risk Evaluation, which determines if a project is automatically categorized as Low Risk based upon the answers to a few basic questions.

If a project is not automatically categorized as Low Risk based upon the Basic Risk Evaluation, you must complete Part II, Detailed Risk Evaluation, to determine the risk category for your project. This part includes questions on more detailed aspects of the project.

Once the appropriate risk category has been determined, refer to Part III for the application requirements.

You should be aware that each completed Appendix A is incorporated by reference and included in the terms of this general permit, and each permittee shall undertake its construction activities in accordance with the completed Appendix A, as a condition of this permit. Failure to comply with the completed Appendix A shall be deemed a violation of this permit and subject to enforcement action.

APPENDIX A

Part I – Basic Risk Evaluation

A project may automatically be categorized as Low Risk based on a few basic project characteristics. Answer each question below to determine if a project is automatically categorized as Low Risk. For definitions of terms used in the following questions (e.g. disturbance, vegetated buffer) refer to Appendix C.

Basic Risk Evaluation				
	Criteria	Answer	Score Direction	Enter Score
1.	Will the proposed independent project alone disturb more than 2 acres of land?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	If YES, enter 1, if NO enter 0	1
2.	Is the project within a watershed impaired due to stormwater or sediment as specified on Part A of the Vermont 303(d) list?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	If YES, enter 1, if NO enter 0	0
3.	Will the project have any stormwater discharges from the construction site to receiving water(s) that do not first pass through a 50 ft vegetated buffer area?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	If YES, enter 1, if NO enter 0	0
4.	Will the project have disturbed earth in any one location for more than 14 consecutive calendar days without temporary or final stabilization?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	If YES, enter 1, if NO enter 0	0
5.	Will the project have more than five acres of disturbed earth at any one time?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	If YES, enter 1, if NO enter 0	0
Total Score for Basic Risk Evaluation (add score from questions 1-5)				1

If the Total Score for Basic Risk Evaluation is 0, the proposed project is eligible for coverage under this permit as a Low Risk project. Proceed to Part IV of Appendix A for a summary of the application requirements for Low Risk Projects. If not, proceed to Part II.

Criterion 1: Only include the disturbance planned for an independent project. For example, if a lot owner is only building on a single house lot in a residential subdivision, only consider the disturbance associated with that lot, not the entire common plan. Refer to Appendix C for definitions of independent project and disturbance.

Criterion 2: Refer to the following web page for a list of waters in these categories:
http://www.vtwaterquality.org/stormwater/htm/sw_cgpeeligibility.htm

Criterion 3: Refer to the Appendix C for the definition of vegetated buffer area.

Criterion 4: Refer to Appendix C for definitions of temporary and final stabilization.

Criterion 5: Refer to Appendix C for the definition of disturbed earth.

Part II – Detailed Risk Evaluation

For projects not automatically categorized as Low Risk in Part I, this Detailed Risk Evaluation must be completed to determine if a project is Low Risk, Moderate Risk, or requires an Individual Permit. This evaluation determines the risk category by weighing the balance of factors which contribute to and mitigate against the risk of a discharge of sediment from the construction project. Complete all questions in Part II for the independent project. For definitions of terms used in the evaluation, refer to Appendix C.

Detailed Risk Evaluation – Identify Risk Factors				
Criteria		Answer	Score Direction	Enter Score
A.	Will the proposed project have earth disturbance within 100 ft (horizontal) upslope of any lake or pond or 50 feet (horizontal) upslope of any rivers or stream (perennial or seasonal)?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	If YES, enter 1, if NO enter 0	0
B.	Will the project have stormwater discharges by direct conveyance (tributary, channel, ditch, storm sewer, etc.) to a water of the state listed on the 303 (d) Part A list as being impaired by stormwater or sediment; a Class A Water; or an Outstanding Resource Water?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	If YES, enter 1, if NO enter 0	0
C.	Will the project have more than five acres of disturbed earth at any one time?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	If YES, enter 1, if NO enter 0	0
D.	Will the project have disturbed earth in any one location for more than 14 consecutive calendar days without temporary or final stabilization?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	If YES, enter 1, if NO enter 0	0
E.	Will the project include more than one acre of disturbance on soil that is greater than 15% slope?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	If YES, enter 1, if NO enter 0	0
F.	Will the project include more than one acre of disturbance of soils with a high ($K > 0.36$) erodibility rating?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	If YES, enter 1, if NO enter 0	0
G.	Total Score for Risk Factors (add A through F)			0

Criterion A: Measure lake distance from mean water level, and stream or river distance from top of bank. Do not include disturbance for the installation of stormwater treatment facilities or road stream crossings if there are no reasonable alternative locations.

Criterion B: Refer to http://www.vtwaterquality.org/stormwater/htm/sw_cgpeeligibility.htm for the listing.

Criterion C: The maximum allowable for Low Risk Projects is 7 acres. **Moderate risk projects over 5 acres may be required to file an Individual Discharge Permit application if determined necessary by the Secretary.**

Criterion D: The maximum allowable for Low Risk Projects is 21 days. **Moderate risk projects over 21 days may be required to file an Individual Discharge Permit application if determined necessary by the Secretary.**

Criterion E: Include disturbance for the duration of the project, not at any one point in time. Slope determinations should be based on a site survey of the future disturbance area.

Criterion F: Include disturbance for the entire individual project, not at any one point in time. The Erosion Factor K, is a measure of the inherent erodibility of a soil type. Refer to NRCS soil maps for your county. If soils data is not available (e.g. if the site is built on assorted fill material), contact ANR for directions on evaluating soil erodibility.

Part II Continued – Detailed Risk Mitigation Factor Evaluation

Detailed Risk Evaluation – Identify Risk Mitigation Factors				
Criteria		Answer	Score Direction	Enter Score
H.	Will stormwater leaving the construction site pass through at least 50 feet of established vegetated buffer before entering a receiving water?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	If YES, enter 1, if NO enter 0	1
I.	Will the project be limited to two acres or less of disturbed earth at any one time?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	If YES, enter 1, if NO enter 0	1
J.	Will the project have a maximum of 7 consecutive days of disturbed earth exposure in any location before temporary or final stabilization is implemented?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	If YES, enter 1, if NO enter 0	0
K.	Will the project disturb less than two acres of soil with an erodibility higher than K=0.17?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	If YES, enter 1, if NO enter 0	0
L.	Will the project include less than two acres of disturbance on soil that is greater than 5% slope?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	If YES, enter 1, if NO enter 0	0
M.	Total Score for Risk Mitigation Factors (add H through L.)			2

Criterion H: Refer to Appendix C for a definition of vegetated buffer.

Criterion I: Refer to Appendix C for a definition of earth disturbance.

Criterion J: Refer to Appendix C for definitions of temporary and final stabilization.

Criterion K: Include disturbance for the duration of the project, not at any one point in time. The Erosion Factor K, is a measure of the inherent erodibility of a soil type. Refer to NRCS soil maps available at USDA-NRCS District Offices. If soils data are not available (e.g. if the site is built on assorted fill material), contact DEC for directions on evaluating soil erodibility.

Criterion L: Include disturbance for the duration of the project, not at any one point in time. Slope determinations should be based on a site survey of the proposed disturbance area.

Total Risk Score		
N.	Moderate Risk Base Score	2
O.	Enter Score from Line G above (Risk Factor Total)	0
P.	Add lines N and O	2
Q.	Enter Score from Line M above (Risk Mitigation Factor Total)	2
R.	<u>OVERALL RISK SCORE:</u> Subtract line Q from line P	0

Part III – Interpreting the Detailed Risk Evaluation

OVERALL SCORE	Risk Category	Directions for Filing for Permits
<1	Low Risk	<p>The proposed project is eligible for the Construction General Permit as a Low Risk project provided that the requirements of Subpart 2 are met. If these requirements cannot be met, contact DEC to determine if the project should seek coverage as a Moderate Risk project or under an Individual Discharge Permit.</p> <p>Refer to Part IV of Appendix A for a summary of the application requirements for Low Risk projects.</p>
1-2	Moderate Risk	<p>The proposed project is eligible for the Construction General Permit as a Moderate Risk project provided that the requirements of Subpart 3 are met. If these requirements cannot be met, contact DEC to determine if the project should seek coverage as a Moderate Risk project or under an Individual Discharge Permit.</p> <p>Refer to Part IV of Appendix A for a summary of the application requirements for Moderate Risk projects.</p>
>2	Requires Individual Permit	<p>The proposed project is not eligible for coverage under the Construction General Permit, and therefore requires coverage under an Individual Discharge Permit. Please refer to Stormwater Section on the Water Quality Division website for more information: www.vtwaterquality.org/stormwater.htm.</p>

Part IV – Filing Directions

1. Low Risk Projects

Projects that qualify as Low Risk are required to implement the applicable practices detailed in the *Low Risk Site Handbook for Erosion Prevention and Sediment Control*. To obtain coverage under General Permit 3-9020 as a Low Risk project, applicants must submit the following to DEC:

1. A completed Notice of Intent form for General Permit 3-9020;
2. A completed Appendix A;
3. The required processing fee.

To satisfy the public comment requirement, **applicants must file a copy of the completed Notice of Intent form, including a copy of Appendix A, with the municipal clerk in the municipalities where the project will occur prior to submitting this information to ANR. Details of the public notice process are in Part 2 of the general permit.**

2. Moderate Risk Projects

Projects that qualify as Moderate Risk are required to implement a site-specific Erosion Prevention and Sediment Control (EPSC) Plan that conforms to *The Vermont Standards and Specifications for Erosion Prevention and Sediment Control*. To obtain coverage under General Permit 3-9020 as a Moderate Risk project, applicants must submit the following to DEC:

1. A completed Notice of Intent form for General Permit 3-9020;
2. A completed Appendix A;
3. A site-specific EPSC Plan;
4. A certification by the plan preparer that the EPSC Plan conforms to *The Vermont Standards and Specifications for Erosion Prevention and Sediment Control*;
5. The required processing fee.

To satisfy the public comment requirement, **applicants must file a copy of the completed Notice of Intent form, including a copy of Appendix A, with the municipal clerk in the municipalities where the project will occur prior to submitting this information to ANR. Details of the public notice process are in Part 3 of the general permit.**

PATHWAYS CONSULTING, LLC

240 Mechanic Street, Suite 100

Lebanon, New Hampshire 03766

(603) 448-2200 • Fax: (603) 448-1221

Subject: CGP 9070 Risk Evaluation

Project: UTRANS CASTLETON

Project No.: 17563

Scale: _____ Date: 06/12/15 By: SAW

①

Appendix A - Risk Evaluation Support Information

Part I - Criteria 1

Original Disturbance = 1.7 acres

New off-site Disturbance = 0.87 acres

Total Disturbance = 2.57 acres

Part I - Criteria 2

Castleton River is only listed as impaired in Fair Haven

- have site project not within impaired watershed.

(Also not within area depicted as impaired on VCGI)
for streamwater

Part II - Criteria E

<u>Location</u>	<u>Area of Soils w/ K-factor > 0.36</u>
RT 30	6,764 SF
RR Sta. 599+25 to 599+75	2,119 SF
RR Sta. 594+94 to 599+25	12,284 SF
RR Sta. 603+00 to 605+50	6,386 SF
RR Sta. 605+50 to 606+75	1,708 SF
<hr/>	
Total =	29,261 SF OR 0.7 acres
	> 1 acre

See attached plans

PATHWAYS CONSULTING, LLC

240 Mechanic Street, Suite 100

Lebanon, New Hampshire 03766

(603) 448-2200 • Fax: (603) 448-1221

Subject: _____

Project: _____

Project No.: _____

Scale: _____ Date: _____ By: _____

Part II - Criteria F.

See attached plans

Location

Area of Disturbance
w/ slopes > 15%

RT 30

RR Sta. 594+94 to 599+75

31,908 SF

5,057 SF

RR Sta. 603+00 to 605+50

2,466 SF

RR Sta. 605+50 to 606+75

860 SF

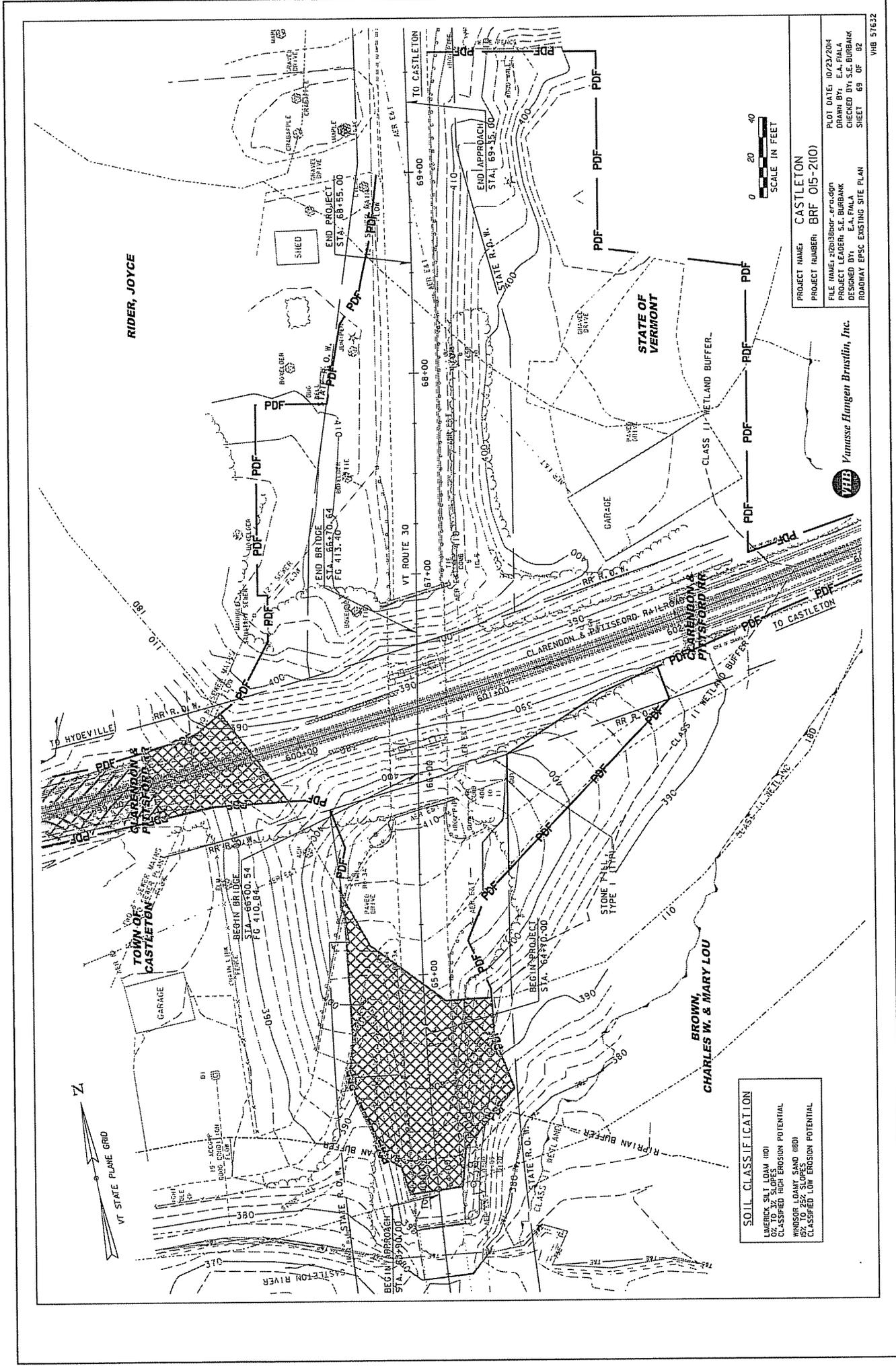
40,291 SF OR 0.9 acres

7/1 acre

TRANS CASTLETON - RISK EVALUATION

Soils with K-factor 70.36

①



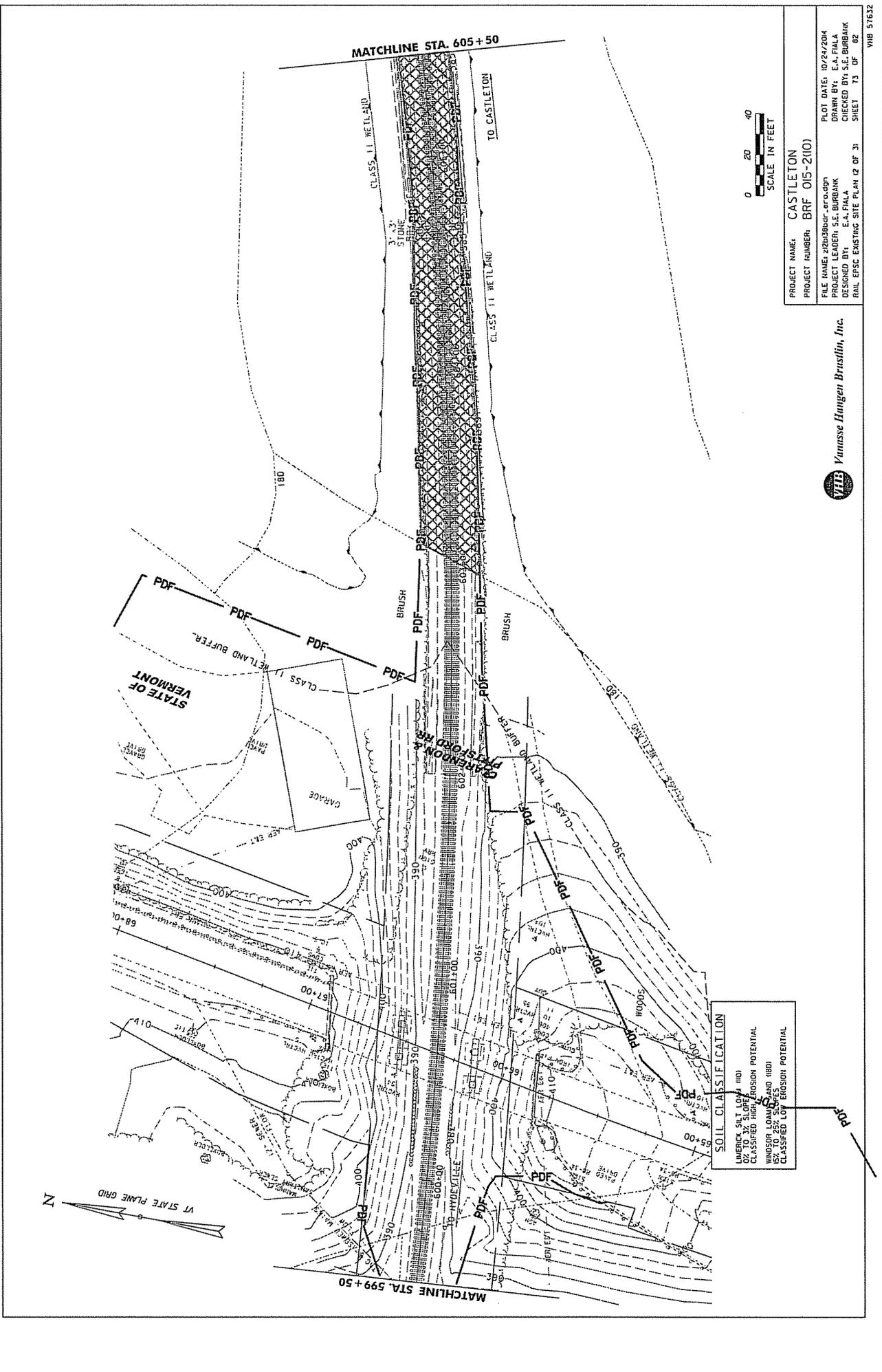
SOIL CLASSIFICATION

LUERCK, SILT LOAM (H)
CLASSIFIED HIGH EROSION POTENTIAL
WINDSOR, LOAMY SAND (HSD)
CLASSIFIED LOW EROSION POTENTIAL

PROJECT NAME: CASTLETON
 PROJECT NUMBER: BRP 015-2101
 FILE NAME: 210103brp_015.dgn
 PROJECT LEADER: S.E. BURBANK
 DESIGNED BY: E.A. PALLA
 ROADWAY EPSC EXISTING SITE PLAN



3



SOIL CLASSIFICATION

LIMERICK SALT LOAM (H)
 0% TO 3% SLOPE EROSION POTENTIAL
 CLASSIFIED HIGH

WINNIPESAUKEE SAND (H)
 0% TO 3% SLOPE EROSION POTENTIAL
 CLASSIFIED LOW

PROJECT NAME: CASTLETON
 PROJECT NUMBER: BR 015-2101
 FILE NAME: 2101BR015-2101.dwg
 PROJECT LEADER: S.E. BURBANK
 DESIGNED BY: E.A. FIALA
 RAIL EPSC EXISTING SITE PLAN (2 OF 3)

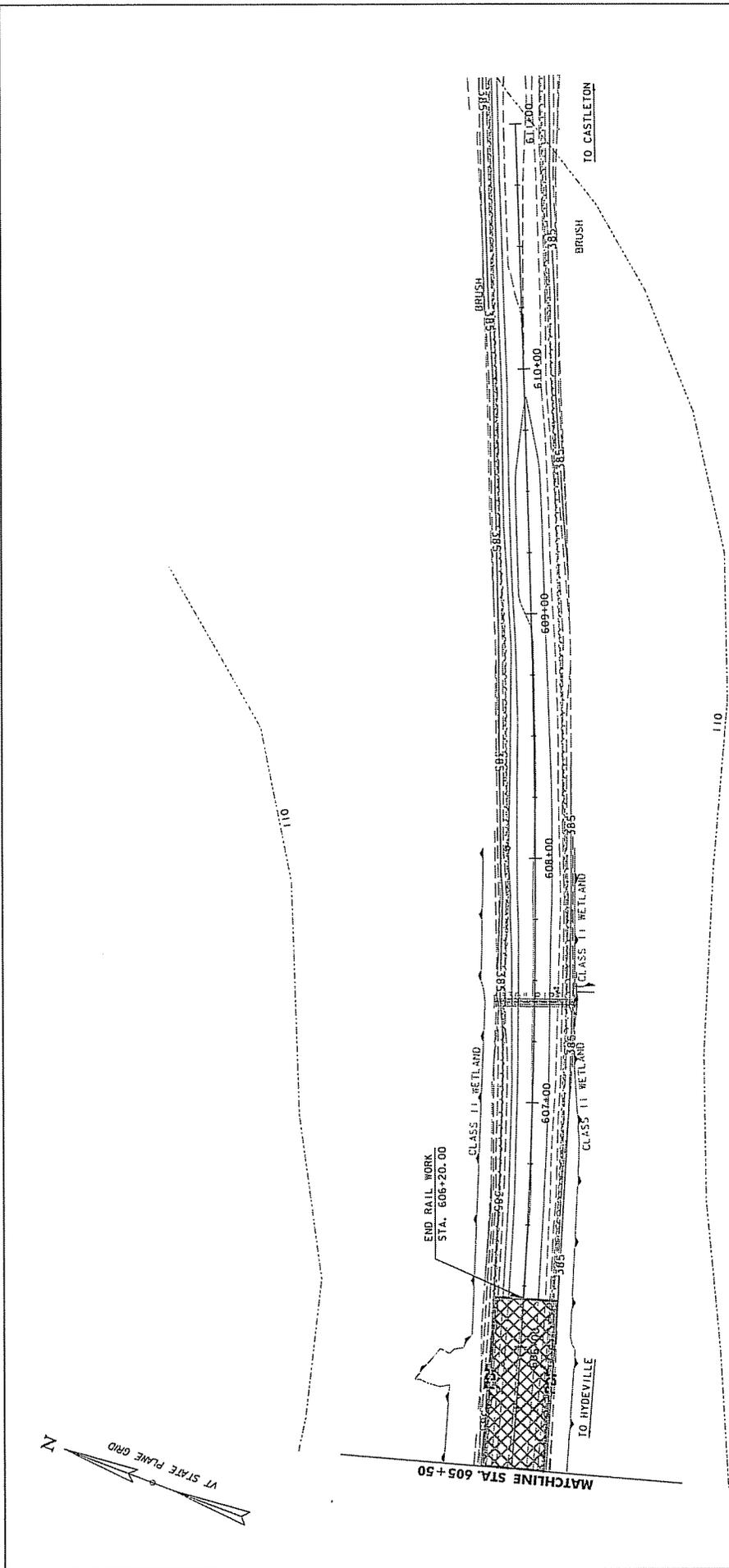


YH&B Yonnesse Hungen Bruslin, Inc.

YHB 57632

PLOT DATE: 10/24/2014
 DRAWN BY: E.A. FIALA
 CHECKED BY: S.E. BURBANK
 SHEET 73 OF 92

2



SOIL CLASSIFICATION

LIMERICK, SILT LOAM (B)	CLASSIFIED HIGH EROSION POTENTIAL
WINDSOR, LOAMY SAND (B)	CLASSIFIED LOW EROSION POTENTIAL



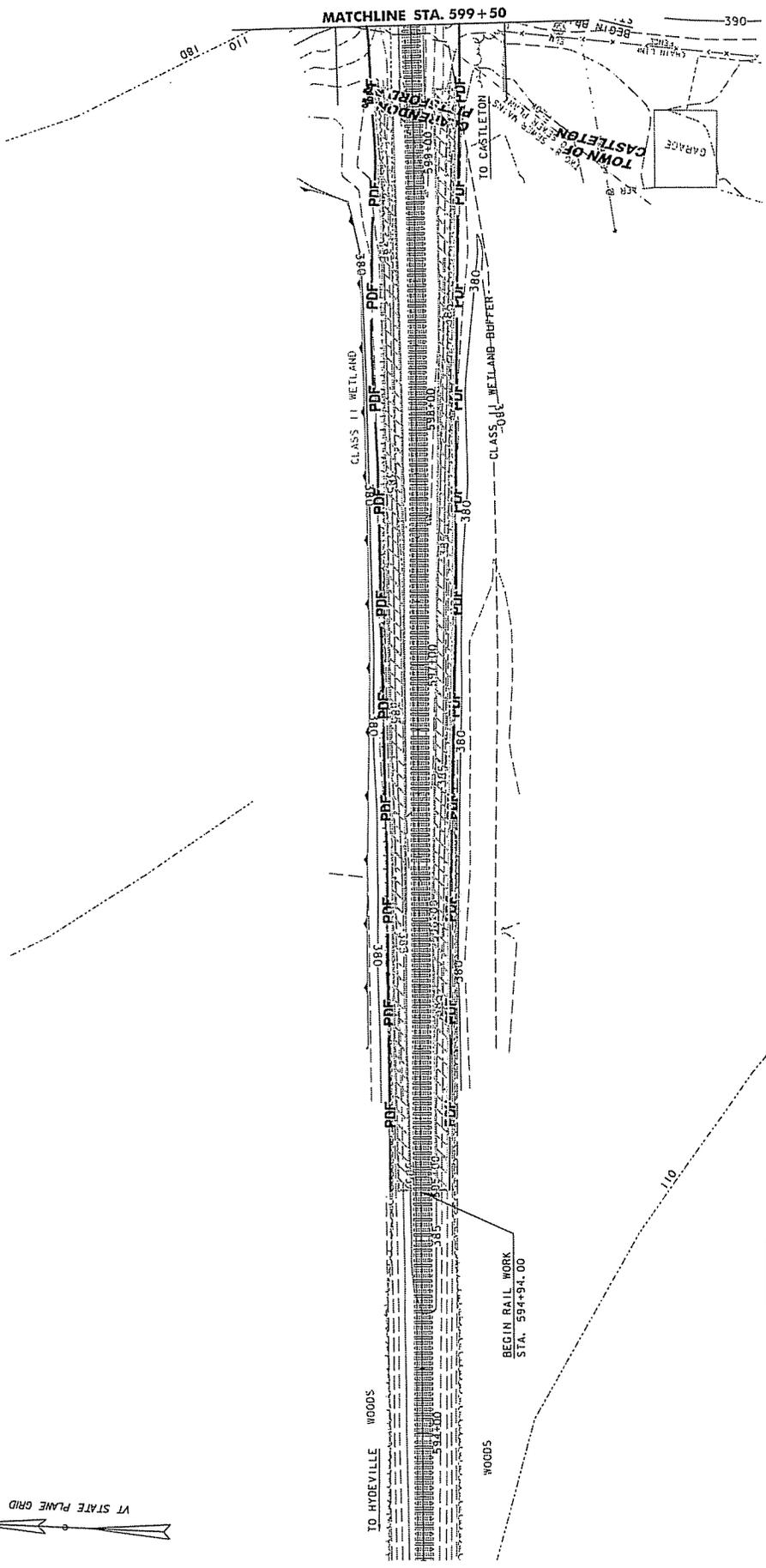
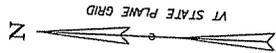
PROJECT NAME: CASTLETON
PROJECT NUMBER: BRF 015-2(10)

FILE NAME: z20x3bdr_ero.dgn
PROJECT LEADER: S.E. BURBANK
DESIGNED BY: E.A. FIALA
CHECKED BY: S.E. BURBANK
RAIL EPSC EXISTING SITE PLAN (3 OF 3)
PLOT DATE: 10/24/2014
DRAWN BY: E.A. FIALA
SHEET 74 OF 02



VIB 51632

2



SOIL CLASSIFICATION
 LIMERICK SILT LOAM (H)
 0% TO 3% SLOPES
 CLASSIFIED HIGH EROSION POTENTIAL
 WINDSOR LOAMY SAND (H)
 0% TO 3% SLOPES
 CLASSIFIED LOW EROSION POTENTIAL



PROJECT NAME: CASTLETON
 PROJECT NUMBER: BRF 015-2(10)

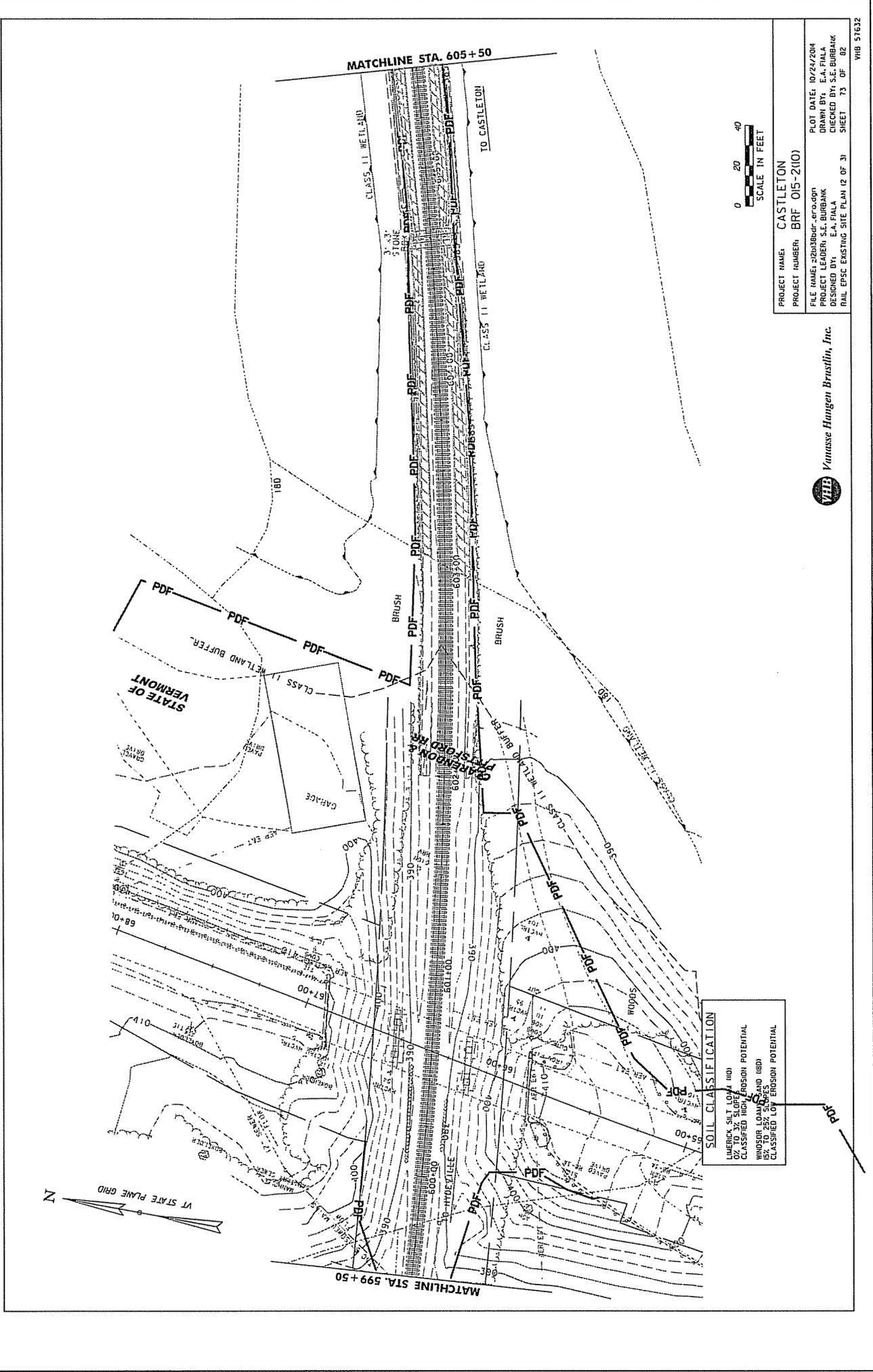
FILE NAME: z2d33bdr_ero.dgn
 PROJECT LEADER: S.E. BURBANK
 DESIGNED BY: E.A. FIALA
 RAIL EPSC EXISTING SITE PLAN (OF 3)

PLOT DATE: 10/23/2014
 DRAWN BY: E.A. FIALA
 CHECKED BY: S.E. BURBANK
 SHEET: 12 OF 02

 **Yamasse Hangen Brustlin, Inc.**

VIB 51632

3

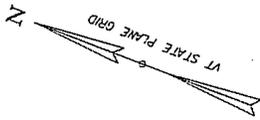


SOIL CLASSIFICATION
 LIMERICK SILT LOAM (BD)
 0% TO 3% SLOPE EROSION POTENTIAL
 CLASSIFIED HIGH EROSION POTENTIAL
 WINDSOR LOAM (SAND) (BD)
 0% TO 3% SLOPE EROSION POTENTIAL
 CLASSIFIED LOW EROSION POTENTIAL

PROJECT NAME: CASTLETON
 PROJECT NUMBER: BRF 015-21(0)
 FILE NAME: 202138bdr-epo.dgn
 PROJECT LEADER: S.E. BURBANK
 DESIGNED BY: E.A. FIALA
 RAIL EPSC EXISTING SITE PLAN (2 OF 3)

VHB *Vannesse Hungen Braslin, Inc.*

VHB 51632



MATCHLINE STA. 605+50

110

110

END RAIL WORK
STA. 606+20.00

CLASS II WETLAND

602+00

604+00

606+00

608+00

609+00

610+00

612+00

BRUSH

BRUSH

TO CASTLETON

TO HYDEVILLE

SOIL CLASSIFICATION

LIMBERCK SILT LOAM (M)
CLASSIFIED HIGH EROSION POTENTIAL
INDUSON LOAMY SAND (M)
CLASSIFIED LOW EROSION POTENTIAL



PROJECT NAME: CASTLETON
PROJECT NUMBER: BRF 015-2(10)

FILE NAME: z2d38bdr_era.dgn
PROJECT LEADER: S.E. BURBANK
DESIGNED BY: E.A. FIALA
CHECKED BY: S.E. BURBANK
PLOT DATE: 10/24/2014
DRAWN BY: E.A. FIALA
SHEET 74 OF 82



Yoniss Hanger Brastlin, Inc.

VHB 57632

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