# Instructions

1. Include all applicable information that form boxes and the parentheses are asking for. Move from form field to form field via the ‘Tab’ button. Moving throughout the form in this manner will auto populate specific boxes to decrease your editing. Omit irrelevant information for the project noted within the bolded parentheses (see last step).
2. Determine which parentheses and sets of phrases are most applicable to the project. Delete all other unnecessary phrases that are not applicable for the project shown in parentheses (see the example of Erosion Control and Sediment Approach, second to last paragraph) (see last step).
3. Remove this ‘Instructions’ page after completing the document and appropriate text. To unlock the document after completing the form, click ‘Developer’ within the ribbon, then ‘Restrict Editing’. Look on the right pane in the Microsoft Window that is opened after clicking ‘Restrict Editing’ and click ‘Stop Protection’. You are now able to delete all help information and the extra language.

Email DOTBOAEnvironmental@dot.wi.gov for any questions regarding this form.

9/7/2023

Airport Name and LOC ID

Project Title and BOA ID

# Erosion Control Plan and Stormwater Narrative

## Erosion Control Plan

### Project Description

*Insert a description of the project. This would include the associated work items, construction start dates, and anticipated end date.*

*Ex.*

The proposed project at , titled , includes the following work items:

* Example Work Item
* Example Work Item
* Example Work Item, etc.

The proposed project is anticipated to begin construction start date and is anticipated to cease work construction end date. The project is anticipated to be considered complete and reach final stabilization on insert date when disturbed areas are anticipated to meet the 70% perennial vegetation for final stabilization. Construction site inspections will be conducted regularly. Upon the final inspection, the inspector will ensure the site has reached at least 70% permanent, perennial vegetative cover before the project’s construction can be considered ‘complete’. The status of the project will be communicated with the project team to close out the TCGP prior to the 3-year expiration deadline.

### Erosion and Sediment Control Approach

*Insert the temporary and permanent erosion control items that are included in the contract and project for the site. Include the methods for determining why these EC items are deemed ‘required’ for the project with the appropriate modeling measurements. Include all incidental contract items that are listed as incidental erosion control (like silt fence). Detail the general approach to where incidental erosion control items will be installed (like ‘silt fence will be installed on the contours of the site to prevent sedimentation from grading limits’). If any permanent erosion control items are included in the design of the project, include the measures within this paragraph (like ‘vegetative swales will be installed to the south of the project area and vegetative buffers will be maintained around the project area to decrease erosion’).*

*Ex.*

The proposed project includes multiple temporary and permanent erosion control items within the contract, including:

* Temporary Erosion control item 1
* Temporary Erosion control item 2
* Temporary Erosion control item 3
* Permanent Erosion control item 1

As a general approach to insert name of erosion control item, the contractor will be anticipated to insert the method of installing the erosion control items. **(Repeat for each erosion control item noted in the previous list after unlocking the form)**. These erosion control items will meet the  **(either ‘**[**WisDOT Standard Specifications for Airport Construction**](http://apwmad0p7106:37108/Documents/doing-bus/aeronautics/airports/2021-boaspec.pdf)**’ for general aviation airports, ‘**[**WisDOT Highway Standard Specifications**](http://apwmad0p7106:37108/pages/doing-bus/eng-consultants/cnslt-rsrces/rdwy/stndspec.aspx)**’ for airports that have aircraft under 30,000 pounds, ‘or ‘**[**FAA Advisory Circular 150/5370-10H Standard Specifications for Construction of Airports**](https://www.faa.gov/documentLibrary/media/Advisory_Circular/150-5370-10H.pdf)**’ for primary airports with commercial service)** and consist of spec names of erosion control items. Sedimentation will be limited with sediment trap erosion control items. The modeling system name of modeling system used to calculate EC effectiveness was used to conclude the effect the temporary erosion control items would have on decreasing erosion and sedimentation to the greatest extent practicable.

Potential soil losses at the construction site were calculated via the WDNR tool ‘USLE Chart’. The findings from the USLE chart attachment are as follows:

* EC item line 1
	+ Sediment trap item line 1
	+ Total for line 1
* EC item line 2
	+ Sediment trap item line 2
	+ Total for line 2
* EC item line 3
	+ Sediment trap item line 3
	+ Total for line 3
* Total soil loss from the site (needs to be less than 5 tons per acre)

The project is proposed to be completed in multiple stages, each phase limiting the exposed ground to the greatest extent practicable. Phase 1 is proposed to begin date of Phase 1 proposed start and is proposed to consist of main work for this phase. Ex. mill and overlay, pavement removal, etc.. Erosion control items will be mobilized and installed as the first step in Phase 1 prior to any ground disturbance. Insert the expected phases and anticipated work to be completed during each phase. Include that erosion control items will be mobilized and installed prior to the work being completed. The project construction schedule shall be generated by the contractor after adhering to the stringent steps of erosion control mobilization and installation prior to ground disturbance in each phase.

The following temporary and permanent erosion control items are anticipated for the project: EC items anticipated for the project. The erosion control items will be maintained in the following manner: insert the schedule and methods for maintaining the EC items. Off-site and on-site deposition will be cleaned and maintained in the following manner: insert methods of maintaining sediment deposition, like street sweeping, sediment traps, etc. These erosion control items are to be installed to protect the environment and nearby waterbodies/wetlands. Waterbodies located on or near the project area include: names of waterbodies within ¼ mile of the project area. There  wetlands located near the project area. **(If there is wetland fill associated with the project, include that information here). (If there are any Exceptional Resource Waters (ERWs), Outstanding Resource Waters (ORWs), and impaired waterbodies within ¼ mile of the project area, those need to be included in the narrative.)**

The site is anticipated to reach final stabilization . The site will be considered to reach ‘final stabilization’ when the disturbed areas have at least 70% perennial vegetation in any specific area at a time. The contractors are required to insert seeding plans, watering plans, sod installation, mulch installation, any landscaping techniques to get the site to reach final stabilization.

## Stormwater Narrative

*Include the classification of the project, either reconstruction/modification or new construction. Use the WisDOT Highway Erosion Control Matrix. The classification type is based on TRANS 401. ‘New construction’ is to be considered adding new impervious surfaces to an area that previously was not impervious. Include any permanent stormwater control practices, like stormwater detention basins, grading for sheet flow, culvert installation, etc. Include how these devices will manage stormwater and decrease pollution associated with stormwater flowing into waterbodies near the project area. Include data that supports the devices and supports the assumption these devices will be sufficient for managing stormwater. If the project is considered ‘reconstruction/modification’, the project will likely need to meet the 40% Total Suspended Solids (TSS) reduction standards listed in TRANS 401, unless the municipality has higher reduction standards. This needs to be investigated prior to designing the TSS reductions for the project. If the project is considered ‘new construction’, the project will likely need to meet 80% Total Suspended Solids (TSS) reduction standards per TRANS 401. Detail how these devices will be maintained to continue to meet the TSS reduction standards. This narrative should also include the data associated with the USLE excel sheet and include the attachment in the TCGP application.*

*Ex.*

This project is classified as a . Because this project is classified as a , the project is required to meet  standards. The following practices and devices will be included in the project to meet these standards:

* Practice of limiting stormwater 1
* Practice of limiting stormwater 2
* Device 1
* Device 2

The project will meet and/or exceed the post-construction performance standards of TSS reductions applicable for the project via the practices and methods listed above. Via the permanent and temporary erosion control and stormwater items, no groundwater is anticipated to be contaminated from the project. **(Delete the rest of this paragraph if there are no permanent stormwater features associated with the project)** There is an existing permanent stormwater item. The current insert type of existing permanent stormwater item, if applicable reduces TSS by insert percent of current TSS reductions from this stormwater feature. With the installation of insert type of stormwater feature that is proposed to be installed as a permanent stormwater feature, the TSS reductions will insert either whether the TSS reductions will be maintained or will increase from the current amount.

To ensure the best infiltration rates, erosion control, and stormwater management, vegetation will be established on the disturbed topsoil areas that will not be covered with pavement. The contractor is expected to seed prior to the dormant period and prior to the site ceasing construction to reach permanent stabilization. A rain gauge will be kept on site to measure the precipitation on the site. If the site does not receive at least one inch of rain a week, the restored areas will be watered as appropriate.