Civil Engineering · Site Planning
Environmental Science & Engineering
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Permit Coordination & Management
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SCHEDULE C – SUPPLEMENTAL NARRATIVE

EDGEMARTH HILL ROAD, WESTPORT, CT

1. <u>Pursuant to Section 9.6.2 relating to Soil Sample Data – the applicant/agent is to submit copy of a report by a "soil scientist" duly qualified in accordance with standards set by the U.S. Civil Service Commission, showing soil sample data, soil classifications, and a surveyed delineation of wetland soils as flagged by the scientist, including flag numbers (as requested by agency).</u>

   A soil scientist report was not prepared for this application because the proposed improvements are entirely within the existing paved roadway footprint and do not involve any grading, filling, or excavation within mapped inland wetlands or watercourses. The wetland line shown on the plans is derived from the Town of Westport GIS data and is located outside of the proposed work area.

   No delineation or flagging of wetland soils was conducted in the field for this project, as the design avoids direct and indirect wetland disturbance. All drainage and paving improvements are confined to the existing roadway corridor.

2. <u>Pursuant to Section 9.6.3 relating to Biological Evaluations – the applicant/agent is to submit a list and evaluation of the plant and animal life that may be found within, depend upon, or use the wetlands and watercourses (as requested by agency).</u>

   The wetlands adjacent to Edgemarth Hill Road consist primarily of roadside forested and scrub-shrub wetland habitat, with vegetation likely including red maple (Acer rubrum), skunk cabbage (Symplocarpus foetidus), tussock sedge (Carex stricta), sensitive fern (Onoclea sensibilis), and various wetland grasses and herbaceous plants common to the region.

   These wetlands may provide habitat for amphibians such as spring peeper (Pseudacris crucifer) and green frog (Lithobates clamitans), reptiles such as common garter snake (Thamnophis sirtalis), and bird species adapted to suburban wetland environments including red-winged blackbird (Agelaius phoeniceus) and song sparrow (Melospiza melodia). Small mammals such as raccoon (Procyon lotor) and eastern cottontail (Sylvilagus floridanus) may also use these areas.

   The proposed improvements are confined to the existing roadway and shoulder areas and will not alter wetland hydrology or remove wetland vegetation. As a result, the project will not adversely impact the ability of these wetlands to support the plant and animal species described above.

3. <u>Describe the anticipated impacts to wetlands and watercourses that may occur as the result of that portion of your proposal that may be located in wetlands, watercourses or their setbacks.</u>

   No direct impacts to wetlands or watercourses are anticipated as part of this project. All proposed work will occur within the footprint of the existing paved roadway, with no expansion into wetland areas. Portions of the work, including installation of new catch basins, piping, asphalt curbing, and a bio-swale, will occur within the upland review area (setback) but outside the wetland boundary.

Temporary, minor construction-related impacts may include localized soil disturbance, potential sedimentation, or short-term increases in turbidity from earthwork within the setback area. These impacts will be avoided and minimized through the installation of erosion and sedimentation controls (silt fence, hay bales, and catch basin inlet protection) prior to the start of work, and by limiting disturbance to only what is necessary for construction.

The proposed drainage improvements will reduce uncontrolled stormwater runoff and erosive flows reaching the wetland, thereby providing long-term protection to wetland functions and values

4. **Describe the mitigation that is being proposed as part of your application in order to minimize disturbance and pollution of wetlands and watercourses, maintain or improve water quality, and prevent destruction of or enhance the natural habitats and functions of the wetlands and watercourses.**

Mitigation for the proposed roadway improvements focuses on avoiding direct wetland disturbance, controlling construction-phase runoff, and improving long-term stormwater quality before it reaches the adjacent wetland system.

During construction, erosion and sedimentation controls—including silt fence, hay bale backups, and catch basin inlet protection—will be installed prior to ground disturbance and maintained until all areas are stabilized. Work limits are confined to the existing roadway footprint to minimize habitat disruption.

The drainage design incorporates new catch basins, storm piping, and rip-rap aprons sized for the 100-year storm to dissipate flows, reducing downstream erosion. Runoff will be directed to a vegetated bio-swale designed in accordance with the Connecticut Stormwater Quality Manual, which will provide sediment capture, nutrient uptake, infiltration, and thermal moderation before water enters the wetland.

By capturing and treating runoff, preventing erosive discharges, and avoiding direct encroachment into wetlands, the project will maintain and potentially improve water quality, protect aquatic and terrestrial habitats, and preserve the natural hydrologic and ecological functions of the wetland system.