

VTrans FRP

5/25/2017

Appendix D. BMPDSS Results Summary Table



Watershed Name	Target High Flow Q 0.3 (± %) Reduction Watershed Total	Target High Flow Q 0.3 (± %) Reduction VTRANS	Target High Flow Q 0.3 (± %) Reduction Achieved (%) Watershed Total	Target High Flow Q 0.3 (± %) Reduction Achieved (%) VTRANS	% of Watershed High Flow Reduction Addressed Watershed Total	% of Watershed High Flow Reduction Addressed VTRANS
Allen Brook	-3.30%	-0.41%	-3.67%	-0.34%	111.2%	84.0%
Bartlett Brook	-11.60%	-0.44%	-22.56%	-1.20%	194.5%	267.2%
Centennial Brook	-51.50%	-2.43%	-51.80%	2.30%	100.6%	94.5%
Indian Brook	-1.30%	-0.10%	-2.75%	-0.06%	211.5%	56.6%
Moon Brook	-11.90%	-0.06%	-3.08%	-0.12%	25.9%	196.9%
Munroe Brook	-5.20%	-0.26%	-5.20%	-0.36%	100.0%	137.5%
Potash Brook	-16.50%	-1.37%	-16.50%	-0.60%	100.0%	43.7%
Rugg Brook	-15.30%	-2.40%	-17.46%	-3.42%	114.1%	142.4%
Stevens Brook	-24.40%	-1.52%	-28.10%	-2.25%	115.2%	148.5%
Sunderland Brook	-3.70%	-0.12%	-17.85%	-1.01%	482.4%	847.3%

In several watersheds (as shown above), the proposed BMP implementation scenario manages >100% of the VTrans high flow reduction target and thus includes a robust factor of safety (i.e., Sunderland Brook, Bartlett Brook). This factor of safety is included so that if one or more proposed projects becomes infeasible after further design and construction planning, VTrans will still be able to meet their allocated target for that watershed without seeking out additional projects. The proposed BMP implementation plan will serve as a guide for VTrans, but is subject to change as more information becomes available.