

FULLER ENGINEERING & LAND SURVEYING, LLC

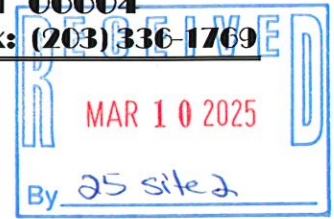
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7 March 2025

Mrs. Meredith Badalucca
Assistant Planner
Town of Montville



RE: Response to Comments
Madison Place, Luxury Townhouse Development
145 Route 32 & 18 Powerhouse Road
Montville, Connecticut

The following are our responses to comments from the Town Engineer. Our responses are designated in ***bold and italics***. Engineers, Inc.

Technical Review by CLA Engineers, Inc. dated 2/20/2025

1. Is there potential for units to be occupied while subsequent phases are constructed? If so, traffic, parking, and pedestrian safety should be addressed.

Response: Yes, the phasing as defined are anticipated to be occupied in sequence.

Notes for each phase on Sheet C-2.2 have been expanded to indicate additional protections to isolate construction areas during each phase.

2. Construction phasing and erosion and sedimentation control phasing should be clarified. The phase 1 level spreader appears to conflict with the temporary sediment trap location. Will all erosion & sedimentation controls be installed as part of phase 1 and remain in place for the duration of the project?

Response: Notations on Sheet C-4.1 have been expanded as follows:

- a) ***Sediment basin has been split into two basins: Basin 1 serving Phase 1 and Basin 2 serving Phase 2 have been moved uphill to allow for phased implementation and construction of the level spreaders.***
 - b) ***Basin 1 will be removed upon stabilization of Phase 1, removal of the diversion berm, and installation of Level Spreader 1.***
 - c) ***Basin 2 will be removed upon stabilization of Phase 2, removal of the diversion berm, and the installation of Level Spreader 2.***
3. How will garbage trucks access the refuse enclosure.

Response: Refuse will be contracted by the association and collected curbside at each unit by small refuse vehicles. The refuse enclosure will be primarily used for site maintenance activities. Any association refuse within the enclosure will also be serviced by small refuse vehicles.

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4. Will parking and driveway areas be curbed.

Response: Yes, all pavement areas will be curbed. Clarification has been added to Sheet C-2.1.

5. The Applicant should verify the width of the ADA parking space. It should match the detail provided.

Response: The ADA parking space has been clarified to indicate a standard "Van" parking space.

6. Test pits should be labeled.

Response: Test pits have been labeled on Sheet C-3.1. Additional test pits and percolation tests dated 3/3/25 have also been added.

7. Test pit depth relative to the infiltration system bottoms should be addressed. Both systems may be proposed deeper than the test pits were excavated.

Response: Three additional deep test pits were conducted on 3/3/25 to a minimum depth of 14 feet directly within the proposed stormwater infiltration systems. Additionally, percolation tests were conducted within each of the proposed system areas.

8. Pretreatment should be provided for all inlet piping into the infiltration chambers. Pretreatment measures should treat the water quality flow (WQF). If filter inserts are proposed, they should be called out on the plans and details.

Response: Additional Coarse Particle Separators have been added to all inlet pipes connecting to the infiltration systems. The detail on Sheet C-6.2 has been modified to indicate cast iron frames and grates for maintenance access. The concrete structures shall be H-20 loading rated.

9. Clean-outs to grade should be provided at the ends of the perforated pipe for the level spreaders.

Response: The detail on Sheet C-6.3 has been modified to indicate cleanouts to grade.

10. Indicate level spreader pipe sizes and stone specifications. Coordinate plans and details.

Response: Pipe sizes and stone size have been coordinated on Sheets C-3.1 and C-6.3.

SHEET NUMBER C-2.2

11. Clean-outs should be provided for the infiltration systems.

Cleanout locations have been indicated on Sheet C-3.1.

12. Galley detail on Sheet C-3.2 has been modified to include H-20 Loading.

Response: Additional parking spaces proposed have been corrected to two (2).

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13. The grit/particle separators should have access covers to grade.

Response: A cast iron frame and cover has been added to the detail on Sheet C-6.2.

14. Trench repair details for work in Powerhouse Road should be provided in accordance with the Town Road Standards.

Response: Details from the "Town of Montville Road Standard and Improvement Details dated March 14, 2018, Montville Public Works Department" have been added to Sheet C-6.1. Notes referring to the new details have been added to Sheets C-3.1, and C-3.2.

15. References to the erosion and sedimentation control manual should be updated to the 2024 manual.

Response: Erosion control notes have been coordinated across the drawing set "ALL WORK PERFORMED BY THE OWNER / DEVELOPER MUST INCLUDE IMPLEMENTATION OF AN APPROVED SOIL EROSION AND SEDIMENTATION PLAN. SEE SHEET C-4.1 AND C-4.2."

Sheet C-4.2 now reflects the current publication date of September 30, 2023, effective date March 30, 2024.

16. The minimum anti-tracking apron should be 50'. A minimum width should be specified.

Response: Dimension sizes have been added to each of the two aprons.

17. Clearing limits should be shown on the erosion and sedimentation control plan.

Response: Clearing limits (tree line) has been added to Sheets C-3.1 and C-4.1.

18. Grading in the vicinity of the level spreaders appears to be in the 2:1 to 3:1 range. Slope stabilization measures (ie. Erosion control matting) should be provided on this slope.

Response: The steep slope area near the Level Spreader now includes the notation for Erosion Control Blankets. An Erosion Control Blanket detail has been added to Sheet C-4.2

19. Grading for the emergency access drive should be reviewed.

Response: The slopes for the emergency access range from are

20. A photometric plan should be provided.

Response: The luminaire manufacturer's specification data, including lumen output, and photometric data showing cutoff angles are included in the table on Sheet C-5.1.

The detail on Sheet C-6.1 has been modified to reflect the specified fixture.

Manufacturer cut sheets have been added to Sheet C-6.1 which show the specific illumination details, specifications, and options.

ENGINEERING REPORT

21. Watershed maps with time of concentration travel paths should be provided.

Response: *DA-EX and DA-PR maps have been added to Appendix E in the Engineering Report.*

22. Stormwater calculations should include the 100-year storm.

Response: *The 100-year storm has been modeled in the Engineering Report.*

23. A comparison between the existing and post development runoff volume should be provided.

Response: *The comparison has been provided in the Drainage Summary of the Engineering Report.*

24. A Type D storm distribution should be used in accordance with the Stormwater Quality manual.

Response: *The drainage calculations have been re-modeled using the Type D storm distribution.*

25. Please identify and describe what each of the subcatchments are in the HydroCAD Analysis (ie. It is not clear what 4S represents vs. 3S and 4S, and how they relate.)

Response: *The HydroCAD subcatchment areas have been identified on the DA maps.*

26. The gallery elevations, inverts, and pipe sizes don't correspond with the plans.

Response: *The report has been coordinated with the plans.*

27. Soil permeability data should be provided. Will the galleries drain between storms?

Response: *Additional deep and percolation testing was performed directly within the proposed gallery areas and is shown on Sheet C-3.1. Based on the additional testing, the resultant percolation data allows for exfiltration and, consequently, an overall reduction in the required quantity of galleries is required.*

28. Relatively small diameter pipes have been proposed from the drainage system, in particular, from the Powerhouse Road driveway north to the galleries. Calculations should be provided showing that the pipes will have adequate capacity and cleansing velocities.

Response: *Analysis of pipe capacities has been added to the Engineering Report.*



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