

**TOWN OF HADDAM
INLAND WETLANDS COMMISSION
TOWN HALL
21 FIELD PARK DRIVE, HADDAM, CT
MONDAY, 19 MARCH 2018
PUBLIC MEETING
UNAPPROVED MINUTES
*Subject to Approval by the Commission***

ATTENDANCE

X	Paul Best, Secretary
X	Curt Chadwick
X	Jeremy DeCarli
A	Dan Iwanicki, Vice Chairman
X	Joe Stephens
X	Mark Stephens, Chairman
X	Tom Worthley (7:05 p.m.)
A	Dave Costa, Alternate
A	Gail Reynolds, Alternate
X	Jim Puska, Wetlands Enforcement Officer
X	Bunny Hall Batzner, Recording Clerk

1. Call to Order & Attendance/Seating of Alternates

Mr. M. Stephens, chairman, called the meeting to order at 7:00 p.m. and all regular members were seated.

2. Additions/Corrections to the Agenda

Delete: Item #7 Election of Officers. The Commission approved the amendment to the agenda.

3. Public Comment

None.

4. Old Business

81 Arkay Drive; Owned by Jamie and Michael Sciascia

Michael Sciascia, applicant/owner, and Paul Geraghty, Esq., representing the Haddam Land Trust, and William Cowan, President, Haddam Land Trust, were present.

Mr. M. Stephens reported the Commission will be accepting an amended application from Mr. Sciascia which will be heard at the April meeting. Mr. M. Stephens also reported he would like to reschedule the site walk previously scheduled on Sat., 03/10/2018, and canceled due to snow from Winter Storm Elsa.

Mr. M. Stephens explained the difference between an administrative hearing (no public discussion, Commission only) and a public hearing (public input allowed); and stated he has spoken to staff and town counsel, who will be in attendance at the April hearing. Mr. Best asked if the hearing is public record. Mr. M. Stephens stated everything is public record.

MOTION: Joe Stephens moved to schedule a public hearing as the Commission finds that the application for 81 Arkay Drive, Michael Sciascia, applicant/owner, would be in the public interest, for Monday,

16 April 2018, 7:00 p.m., Town Hall, 21 Field Park Drive, Haddam. Paul Best second. Motion carried unanimously.

In regard to the site walk, Mr. Puska stated Mr. Sciascia has suggested Sat., 04/07/2018, as a possible date. Mr. M. Stephens stated 9:00 a.m. The Commission was in agreement.

5. New Business

Roadway and Drainage Improvements on McTigh Road. Roadway Reconstruction, Storm Drainage Improvements, and One Culvert Replacement within the Town Right-of-Way (R.O.W.) from 7 McTigh Road to 104 McTigh Road. Town of Haddam, Applicant/Owner

Aaron Mortensen, Engineer, Nathan L. Jacobson and Associates, representing the Town of Haddam, was present.

Mr. Mortensen reported the proposal before the Commission is for the McTigh Road Reconstruction Project, Phase 3; and gave a brief history on the project to date: Phase 1 – approximately 1,000 feet on the west side of the road (done); Phase 2 – middle of the road - milling and overlay (not done yet); and Phase 3 – approximately 2,500 feet on the eastern side of the road coming off of the intersection of Hidden Lake and Pokorny Roads going to the west.

Using a map, Mr. Mortensen gave a summary of the existing road: approximately 20 feet wide, in bad condition, poor drainage consisting of a number of eroded roadside swales, and culverts (two small stone culverts; two very large culverts that convey water from the south to the north). Mr. Mortensen stated there is not a lot of storm drainage within the existing road – minor along driveways and swales that pick up water and discharge at a few existing points. Approximately .15 square miles contribute to a 48 inch by 36 inch elliptical pipe that goes under the road and contributes to the wetlands on both sides of the road as well as a 42 inch reinforced concrete pipe (RCP) that conveys approximately .82 square miles of contributing area under McTigh Road. Mr. Best asked where all the water ends up. Mr. Mortensen stated both swales end up in the same channel that goes to a marsh behind the high school on Little City Road (Ponsett Brook).

Mr. Mortensen pointed out the contours, the wetlands on both sides of the road, and the direction in which the wetlands drain. Mr. Best asked if all the lots have houses on them; as he was wondering if the road could be straightened out. Mr. Mortensen stated he couldn't say whether all of the lots have houses and it wouldn't be possible to straighten the road out. Mr. Mortensen showed the Commission how some of the properties are laid out. Mr. Mortensen reported the hydrologic soil groups are C and D (A & B most permeable soils; C & D least permeable soils); and borings were done showing groundwater within three to seven feet of the existing surface, potentially leading to the poor quality of the road.

Mr. Mortensen reported the proposal is to replace the road in-kind maintaining the 20 foot width, horizontal geometry will remain the same, and some curbing and storm drainage to be added to handle the surface runoff as well as perforated pipe to manage the high groundwater. The drainage system is broken up into four areas to maintain the existing outlet locations (areas pointed out).

Mr. Best asked if any fill will be added or the level of the road changed. Mr. Mortensen stated there may be some minor filling and only one place where the road will be raised to eliminate a very steep section (trying to maintain 12 percent grade); also driveway elevations are trying to be maintained.

In addition to the road improvements, Mr. Mortensen stated a road culvert will be replaced with a 5 foot by 6 foot pre-cast box culvert with a 6 foot by 4 foot wide opening as they will line the bottom with stone. It will have two cast in place headwalls and cast in place in wall in the back. There will be a three rail aluminum bridge barrier that will tie into some timber (Merritt Parkway guiderail). Mr. Mortensen stated the first selectman wanted this type of railing as people were unhappy with the galvanized railing used on Phase 1. Mr. Best asked if the wood is as strong as the galvanized. Mr. Mortensen stated it has the same crash test loading and is greater than what's required at this site. Mr. J. Stephens asked the life expectancy between the wood and galvanized. Mr. Mortensen stated he didn't know.

Mr. DeCarli asked if there was any treatment, any detention/retention, or is it just piped. Mr. Mortensen stated there's not much of an option because it's in the roadway; however, they plan to provide a few catch basins with hooded outlets and then a four foot deep sump. Using the map, Mr. Mortensen pointed out where these catch basins would be located and explained how the hoods work noting they do require maintenance. Mr. DeCarli asked how it will be outletted into the wetlands. Mr. Mortensen stated the outlet structures will all be pre-cast concrete headwalls and three of the four will be rip rap plunge pools (will provide some sediment retention) and the fourth outlet will be replacing an existing outlet and the plan calls for providing a rip rap apron to dissipate the energy from the outflow. Mr. Mortensen stated one of the limitations is the property line and where the outlet goes.

Mr. Mortensen stated no impervious area will be added. Mr. Best asked if the road will be widened. Mr. Mortensen stated no, that some pavement will be removed and Chris Corsa, Assistant Director of Public Works, is aware of this and is o.k. with it. Mr. Mortensen stated an area on the south side of the road is very wet and drainage inlets and the perforated pipe will be added (hope it will eliminate the issue). Mr. M. Stephens asked if everything will be engineered and there will be no more swale. Mr. Mortensen stated yes, with one exception where the swale goes into a private property; and the plan is to grade out to a certain point, pick it up, and put it into the drainage system (pointed out on map).

In regard to erosion control and water handling measures, Mr. Mortensen reported this project is looked at as two construction projects – the road and the culvert. The road will be closed down (plan to do so the day school closes) for the summer with two construction entrances added on both sides of McTigh Road as well as one on Arkona Drive. Two 30 inch culvert pipes to be installed to divert any water from the pond. The pond elevation will be lowered slightly and a filter bag and dewatering/sediment filter trap (surround with hay bales) will be provided. Sands bags will also be added to trap any water during a rain event. Using the map, Mr. Mortensen pointed out the road's high and low points. Noted that silt fence will be installed, backed with hay bales, where any runoff will contribute to any properties. As the storm drainage is installed, sedimentation protection will be installed within the catch basins (geo-textile bag inside the catch basin grids). Mr. Puska stated he and Mr. Mortensen walked the area from beginning to end a couple of weeks ago.

Mr. M. Stephens asked if there's a second area where the road goes down and then comes back up. Using the map, Mr. Mortensen pointed out the lowest point following up to the highest point. Mr. Puska stated the area Mr. M. Stephens asked about is on the other side of the low point.

Mr. Best asked if there will there be a Phase 4 and 5. Mr. Mortensen stated no, this is the conclusion.

Mr. Mortensen reported the existing road is not curbed, but the project calls for partially curbing in the area of the drainage structures/inlets and allowing those areas that allowed for sheet flow to remain without jeopardizing the quality of the road. Mr. J. Stephens asked if that will take place by pitching the road. Mr. Mortensen stated the road will be crowned allowing water to run off on either side. Mr. J. Stephens talked about sand/salt treatments on the road during the winter; and asked if there was any way to keep some of the material out of the wetlands. Mr. M. Stephens, Mr. DeCarli, and Mr. Best stated the hooded catch basins will do that. Mr. Best also stated the catch basins need to be cleaned on a regular basis. Mrs. Batzner stated Public Works owns a vacuum truck and basins are cleaned regularly.

Mr. J. Stephens asked if the project will be completed by the time school starts. Mr. Mortensen stated it may run a little into September, but the goal is to have the road open for the buses. Mr. Mortensen also stated it's been built into the contract that the contractor will open the road for the buses at the beginning and end of the school day.

Mr. M. Stephens asked about the dam. Mr. Mortensen stated it's an existing dam and pointed out its location. Mr. Mortensen also stated they have spoken to the State Dam Safety Program and they do not own the dam and no permits are required to temporarily lower the water.

Using the map, Mr. Mortensen pointed out and gave a brief summary of each of three drainage areas.

Mr. DeCarli asked if the underdrains for groundwater flows will go into the drainage system. Mr. Mortensen stated all the storm drainage will be 15 inch pipe and all the longitudinal pipes will be perforated encased in crushed stone, geo-textile envelop. The cross pipes will be solid with one exception at the top of the hill due to the location of a leaching field (a public safety issue).

Mr. Best asked if there had been any discussions with the property owners. Mr. Mortensen stated a couple of the neighbors came out to talk and ask questions.

MOTION: Tom Worthley moved to approve the roadway reconstruction, storm drainage improvements, and one culvert replacement. See map on file in the Land Use Office. **Conditions:** 1. Standard Permit Conditions. 2. Special Conditions/Modifications – Yes. a. Fifteen (15) day waiting period for possible hearing. Joe Stephens second. Motion carried unanimously.

Mr. Best asked Mr. Mortensen how much Phase 3 will cost. Mr. Mortensen stated Phase 3 with the culvert will cost approximately \$1 million.

6. Wetlands Enforcement Officer's Report

J. Rak, New House Construction and Detached In-law Apartment – Agent Approval – Mr. Puska reported he's received an application for a new house with detached in-law apartment on a lot in the area of Saybrook Road (Route 154) and River Bluff (private road). Mr. Puska stated there is an existing driveway with an easement over it crossing the train tracks down to a river front lot. Mr. Puska also stated there will be excavation and storage of material in the upland review area, but there is no work in the wetlands and there is plenty of distance from the river.

Former Mill Creek Landing Subdivision, Plains Road and Saybrook Road – Agent Approval – Mr. Worthley asked about the small subdivision across the street from Mr. Rak's proposal. Mr. Puska reported he is waiting for new plans for this site, as the entire subdivision has been purchased and there will be one house and a horse farm on the property. Access will be gained off of a dead end road (first right off of Plains Road and will need to be brought up to town specs).

Mr. Worthley stated at a presentation at the Connecticut Conference of Natural Resources, it was reported that the salt issues as far as saline concentration in water bodies is concerned are much worse than any siltation problem.

7. Approval/Correction of the Minutes

Corrections to the 20 February 2018 minutes: page 1, header – change "16 January" to "20 February"; and page 4, eight paragraph, second line – change "correct" to "no, a public hearing is not automatically scheduled".

MOTION: Tom Worthley moved to approve the 20 February 2018 minutes as amended. Paul Best second. Motion carried with Mr. DeCarli abstaining.

Mr. Chadwick stated he would not be able to attend the April meeting.

8. Adjournment

MOTION: Paul Best moved to adjourn. Curt Chadwick second. Motion carried unanimously.

The meeting was adjourned at 7:51 p.m.

Respectfully Submitted,

Bunny Hall Batzner

Bunny Hall Batzner, Recording Clerk

The next meeting is scheduled for Monday, 16 April 2018.