

**TOWN OF HADDAM  
INLAND WETLANDS COMMISSION  
PUBLIC MEETING  
TOWN HALL  
21 FIELD PARK DRIVE, HADDAM, CT  
MONDAY, 15 APRIL 2019  
UNAPPROVED MINUTES  
*Subject to Approval by the Commission***

**ATTENDANCE**

A	Paul Best, Secretary
A	Curt Chadwick
A	Jeremy DeCarli
A	Dan Iwanicki, Vice Chairman
A	Joe Stephens
X	Mark Stephens, Chairman
X	Tom Worthley
X	Dave Costa, Alternate – Seated
X	Gail Reynolds, Alternate – Seated
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 7:01 p.m. and all regular and alternate members were seated.

**2. Additions/Corrections to the Agenda**

There were no additions/corrections to the agenda.

**3. Public Comment**

There were no comments from the public in attendance.

**4. Old Business:**

There was no old business to report on at this time.

**5. New Business:**

**A) Roadway and Drainage Improvements on McTigh Road.**

Aaron Mortensen, P.E., Nathan L. Jacobson & Associates, representing the Town of Haddam, owner and applicant, was present.

Mr. Mortensen reported he had previously been before the Commission for Phases 1 and 3 of this project and this proposal is for Phase 2, middle portion of roadway. The proposal consists of 1,600 linear feet of roadway improvements just west of the large culvert on McTigh Road. The existing road is 20 feet wide with no existing drainage or curbing and the pavement is in very bad shape. A pavement investigation was conducted and it was determined the pavement is sitting on very bad soils and there is very high groundwater. Due to these conditions, underdrainage needs to be added as approximately two-thirds of the roadway drains down to the wetlands (at the culvert). The impact on the wetlands is the rip rap apron from the outfall (will pick up drainage from about 1.8 acres of land) and on the northwest side a small

culvert will collect water from the south side of the road that runs to the north side. Mr. Mortensen stated the water appears to run along the crest of the topography allowing a majority of it to drain away with only two small areas that drain into the roadway to the small culvert.

Mr. Mortensen stated the proposal does not call for additional impervious area other than what currently exists today. Mr. Mortensen also stated they will try to maintain no curbing in order to retain sheet flow off the road where possible; however, it does get rather steep at the east end and curbing will be installed in this area.

Mrs. Reynolds asked for project site clarification. Using the map, Mr. Mortensen pointed out the area.

Mr. Mortensen stated while Phase 3 was under construction last year, they ran into a lot of unsuitable materials and high groundwater that slowed construction down. A binder was put in place to get through the winter and the contractor is set to come back at the end of this week. Mr. Mortensen stated the contractor will try to establish turf and hopes to be able to pave by the end of April (may be a bit aggressive). Hopefully, Phase 3 will be buttoned up within the next four weeks and then lead into Phase 2.

Mr. Mortensen stated if it weren't for the high groundwater, the drainage wouldn't need to be added. Using the map, Mr. Mortensen pointed out the drainage. Mr. Mortensen noted that town regulations require spacing every 250 feet at grades above 8 percent and 350 feet for grades less than that.

Mrs. Reynolds asked how steep the topography was on the sides of the road. Mr. Mortensen stated it varies – one section at the top is rather steep (Merritt Parkway guardrail to be installed). Mrs. Reynolds asked if it was steep coming down the hill or sloping from the road. Mr. Mortensen stated steep going down the road to the culvert (approximately 10 percent grade) and at the top it is relatively flat.

Mr. M. Stephens asked where the drainage goes off too. Mr. Mortensen stated there's an existing gravel road in the area and they're replacing an existing culvert. Mr. Mortensen stated they're merely improving the area - will be adding a D-G endwall to help collect capacity, adding some cover, and a rip rap apron to prevent scour at the dropped culvert.

Mr. Puska asked when the final cleanup from Phase 3 will take place. Mr. Mortensen stated a meeting with the contractor is scheduled for Thursday, 18 April 2019, to discuss the completion of Phase 3. Mr. Mortensen stated the residents have been patient.

**MOTION:** Tom Worthley motioned to approve roadway reconstruction and storm drainage installation within the Town right-of-way (R.O.W.) from 104 McTigh Road to 164 McTigh Road. See map and plans on file in the Land Use Office. Map References: 4/19. **Conditions:** Standard Permit Conditions. 2. Special Conditions/Modifications – No. Gail Reynolds second. Motion carried unanimously.

## **B) Culvert Replacement and Drainage Improvements on Beaver Meadow Road**

Joe Dillon, P.E., Nathan L. Jacobson and Associates, representing the Town of Haddam, owner and applicant, was present.

Mr. Dillion reported the culvert is approximately three-quarters of a mile southwest of the intersection of the Route 9 Exit 8 ramp. Currently in place are twin 48 inch by 72 inch corrugated metal pipes that are deteriorated and the spring line of the pipe is rotted out. There are some timber struts inside the pipes to hold their shape. One barrel is full of gravel and sediments and is basically not working.

Mr. Dillion stated the watershed serving this culvert is less than one square mile eliminating the need to go to the Army Corps of Engineers. It's a self-verification permit that streamlines the permit process. Mr. Dillion reported the proposal calls for shifting the culvert slightly to the northeast to better align it with Beaver Meadow Brook and allows them to utilize the existing culverts for the bypass during the construction of the new culverts reducing the need to get into the streambed too much. Mr. Dillion explained the

construction process – can construct the majority of the new culvert and divert the water through the new culvert to remove the old culvert and complete the job.

Mr. Dillion stated there are two different sizes – 8 foot by 5 foot deep barrel (will have one foot of natural stream bottom material in it as recommended by Brian Murphy, Fisheries Dept., DEEP) and an 8 foot by 4 foot deep barrel. Mr. Dillion noted that Mr. Murphy has been championing this project for a few years as he's been trying to reestablish fisheries at this brook and the impediments currently existing in the culverts are not helping the matter.

Mr. Dillion stated Cockaponset State Forest is located on either side of the roadway and they are in the process of granting a temporary easement to do the work. Noted that the easement process could take a year. Upon completion of the project, will follow through on the easement process.

Mr. Dillion stated the structure is classified as a small structure based on the DOT - designed for a 50 year storm, approximately 211 cfs, and drainage area is .92 square miles. Mr. Dillion stated funding for this project will be through the state local bridge program; however, funding will not come through until 1 July 2019, therefore, no physical construction can begin until that time otherwise you jeopardize the funding.

Mr. Dillion stated erosion and sediment controls will be along the perimeter and silt fence downstream on the embankment. Mr. Dillion also stated guardrail will be replaced and they will be maintaining existing grades.

Mr. Costa asked if everything that's being replaced will remain the same size. Mr. Dillion stated the proposed culvert will be larger. Existing is 48 inch by 72 inch CNP and the proposal calls for clear openings of 4 feet by 8 feet that will pass a 100 year storm. Mr. Dillion stated on the upstream side there will be wing walls and on the downstream side they will just be using the slope.

Mr. Dillion stated geo techno borings were conducted and there is some rock, but nothing that can't be handled.

Mr. Puska asked the time frame of the project and traffic control. Mr. Dillion stated the project should take approximately four months and the road will be closed with a traffic detour plan.

**MOTION:** Tom Worthley motioned to approve the replacement of a structurally deficient twin metal corrugated pipe culvert with twin reinforced concrete box culvert. Beaver Brook/Beaver Meadow Road. See map and plans on file in the Land Use Office. **Conditions:** 1. Standard Permit Conditions. 2. Special Conditions/Modifications – No. David Costa second. Motion carried unanimously.

**C) Single Family Residential Subdivision on Saybrook Road Consisting of Three (3) Building Lots. Subdivision Originally Approved in 2007, DOT Requires Entrance on Saybrook Road to be Relocated 75 Feet in an Easterly Direction.**

Pat Benjamin, P.E., Bascom and Benjamin, representing Mr. Rummel, and Jeff Rummel, owner/applicant, were present.

Mr. Benjamin reported the subdivision was originally approved by P&Z and Wetlands in 2007 with the original owners going back to P&Z for an extension, but they did not go back to Wetlands.

Using a copy of the plans from P&Z, Mr. Benjamin reviewed what the Wetlands Commission had originally approved. A three lot subdivision on 11.03 acres - Route 154, Plains Road, and Old Turnpike Road. There are two wetland areas on the property that drain toward Route 154 (top of the page reviewed) and a wetland line was flagged on the right hand side of Mill Creek.

Lot 3 is 2.96 acres with 1.37 acres as a conservation easement, access to the property is off of Old Turnpike Road, and well and septic system pointed out. Mr. Benjamin noted that each of the lots had a 15 x 15 foot sediment basin designed for them – roof water and footing drains to run into them – and as the area is a large sand bank, he doesn't believe the footing drains are going to run, but the roof drains will.

Lot 2 and Lot 1 will access off of Route 154 with a common driveway. Lot1 is 2.15 acres with 1.08 acres conservation easement and Lot 2 is 2.79 acres with 0.68 acres, house is located in the middle of the lot and well and septic pointed out.

Mr. Benjamin reported that 3.13 acres of the entire parcel is conservation easement (28 percent of the property).

Mr. Benjamin stated the original applicant went to the DOT to request a curb cut; and during the P&Z hearing process, a letter from DOT was entered into the record requesting a sightline of 585 feet; however, it never happened. Sightline is currently short by 75 feet. DOT has asked Mr. Rummel to shoot topography along Saybrook Road and do a sightline demonstration in both directions for the past two or three months and DOT wants the driveway moved slightly.

Using a map, Mr. Benjamin showed how DOT would like the driveway relocated. The driveway will still be 200 feet from either of the wetland locations. DOT is requesting a 25 foot wide entrance for 20 feet, then it turns and they want it 16 feet as it joins onto the driveway before it goes up allowing for 585 feet in either direction on Saybrook Road. Mr. Benjamin stated it is unclear why this was not taken care of originally as the letter is in the Building Dept.'s files. Mr. Rummel stated the approval was contingent on the breakout.

Mr. Benjamin stated the plans are the same, there is no activity within the wetlands, there is some activity within 100 feet of the wetland, but it hasn't changed since it was originally approved. Mr. Benjamin noted that there was some clearing done in the middle of the property prior to Mr. Rummel purchasing the property.

Mr. Puska asked about the work that had been originally proposed on Blodgett Road, Lot 3. Mr. Rummel stated when the Bonhers purchased the property; instead of extending the road they did a land swap of 12 feet with the red house at the end of Blodgett Road. Mr. Rummel stated the work is no longer required and is on the Land Records.

Mr. Worthley asked if the conservation easements were to the town. Mr. Benjamin stated the easements are private, but under the town's control.

**MOTION:** David Costa motioned to approve a single family residential subdivision on Saybrook Road and Blodgett Place consisting of three buildings lots. Subdivision originally approved in 2007, DOT requires entrance on Saybrook Road relocated 75 feet in an easterly direction. See map and plans on file in the Land Use Office. **Conditions:** 1. Standard Permit Conditions. 2. Special Conditions/Modifications – No. Gail Reynolds second. Motion carried unanimously.

## **6. Wetlands Enforcement Officer's Report**

**Amy Roper, Parmelee Road – Stormwater Runoff Issue** – Mr. M. Stephens asked for an update. Mr. Puska stated after doing some research, it appears that the water was running off the road prior to reaching Ms. Roper's house; however, as additional houses were built, all the water was pushed further down the road until it reached Ms. Roper's house. In order to address the problem, some years ago former Assistant Director of Public Works Phil Goff had the road crew install rip rap along the side of the road to slow down the velocity of the runoff. Mr. Puska stated he will be making arrangements to meet on site with Chris Corsa, Assistant Director of Public Works, to discuss the matter and see if some type of struc-

ture (similar to one on Bartman Road) can be installed. Mr. Puska stated there was a temporary structure in front of Ms. Roper's house that a neighbor was helping to clean out, but the neighbor no longer has the equipment to continue doing the work. Ms. Roper is aware of where Mr. Puska is in this process.

## **7. Approval/Correction of the Minutes**

**18 March 2019 Public Hearing/Meeting Minutes – MOTION:** Tom Worthley motioned to approve the 18 March 2019 Public Hearing/Meeting Minutes as submitted. Mark Stephens second. Motion carried with Mr. Costa and Mrs. Reynolds abstaining.

## **8. Adjournment**

**MOTION:** Gail Reynolds motioned to adjourn. David Costa second. Motion carried unanimously.

The meeting was adjourned at 7:50 p.m.

Respectfully Submitted,

*Bunny Hall Batzner*

Bunny Hall Batzner  
Recording Clerk

**The next meeting is scheduled for Monday, 20 May 2019.**