

Mike Conklin
April 23, 2024

WILTON PUBLIC WORKS
DEPARTMENT

(203) 563-0153



TOWN HALL ANNEX
238 Danbury Road
Wilton, Connecticut 06897

TO: Mike Conklin

FROM: Stephen Santacroce, PE, - Senior Civil Engineer *SFS*

DATE: April 23, 2024

CC: Thomas S. Quinn, P.E., Peak Engineers, LLC
Frank Smeriglio, PE, Director of Public Works/Town Engineer

RE: 94 Cannon Road

The Department of Public Works reviewed revised site plans and materials dated April 5, 2024, received on April 9, 2024 for the above mentioned property. Below are the original comments, and our **latest review (April 23, 2024) in bold**. Based on the review at this time, the following items must be addressed:

- 1) For record tracking purposes, please provide the following:
Existing pervious surface Area (sqft)
Existing impervious surface area directly connected to the watercourse (sqft)
Existing impervious surface area not connected to the watercourse (sqft)
Proposed pervious surface area (sqft)
Proposed impervious surface area disconnected from the watercourse (sqft)
Proposed impervious surface area directly connected to the watercourse (sqft)
(Definition of "directly connect" verses "disconnect" is as defined in the State MS4 program.)
Addressed.
- 2) Provide a Stormwater drainage report for review.
A stormwater report has been submitted for review. There appears to be an issue with the stormwater storage available for infiltration system 2, based on the pond summary on pages 17 and 18 of the HydroCAD report.
- 3) **The invert for Infiltration System 1 may be too deep based on the restrictive layer encountered in TH1. Engineer to evaluate. Bottom of storage elevation shall be 12" above restrictive layer.**
- 4) Sight line distances shown on plans need to be confirmed. Sight lines distance shall exceed the intersection sight distance for the posted speed limit. Please note, starting point for sight line shall be 10 feet back from edge of road. Any trees proposed to be removed shall be reviewed with the Tree Warden.
Addressed.

- 5) For the new driveway entrance, provide positive upward slope to the property line, then pitch down accordingly. This is to prevent stormwater runoff at the roadway from entering the driveway.

Addressed.

- 6) Curb type catch basins may need to be installed within the paved portion of the proposed driveway. Adding additional catch basins to the driveway before the water bar should be considered in order to prevent driveway runoff from point discharging into the grass and bypassing the proposed infiltration system.

Addressed – a new C-CB is proposed. Is the water bar a temporary feature or is it permanent? Based on report, entire driveway should drain to CB's 1, 2, or 3 prior to infiltration system. If it is a permanent feature, it must drain into CB 1B.

- 7) No Belgium Block curb shall be proposed for the driveway entrance within the Town right-of-way.
- 8) A road opening permit will be required for the proposed driveway.
- 9) Please note, prior to the issuance of Certificate of Occupancy, as-built drawing and certification letter from the Design Engineer shall be submitted prior to DPW approval.

If you have any questions, please do not hesitate to call.