

Peak Engineers, LLC
PROVIDING CIVIL ENGINEERING SERVICES
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transmittal letter

To: Elizabeth Larkin, Inland Wetland
Office

From: Thomas S. Quinn, P.E.

Date: April 18, 2024

Re: 94 Cannon Road

Pages:

CC:

Per Request

X Prints, Review

x Sealed Prints

x 24 x 36

Liz:

Attached is a written response to the DPW memo dated March 28, 2024.

- 12 copies attached.

-

Tom

Peak Engineers, LLC

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April 10, 2024

Stephen Santacroce, P.E.
Department of Public Works
Town of Wilton
Town Hall Annex
238 Danbury Road
Wilton, CT 06897

Re: 94 Cannon Road
Jack Hague, owner
Proposed New Construction
Drainage Narrative

Dear Stephen:

This letter is in response to your comments of March 28, 2024.
The items listed correspond to your comment numbers.

Please refer to engineered plans by Peak Engineers, LLC:

- Grading and Drainage Plan, SH 1, dated revised April 5, 2024
- Details and Notes, SH 2, dated revised April 5, 2024.

And Drainage Narrative, by Peak Engineers, LLC, dated April 5, 2024.

1. MS4 recording tracking of impervious area.

Response:

Please see the attached printout indicating existing and proposed impervious area.

2. Provide a Stormwater Drainage Report.

Response:

This item was submitted to the Inland Wetland Office on Tuesday, April 10, 2024. Please let me know if you have any questions.

3. Sight Line Distances shown on the plan need to be confirmed. Sight line distance shall exceed the intersection sight distance for the **posted speed limit**. Please note the starting point for sight line shall be 10' back from the edge of the road. Any trees proposed to be removed shall be reviewed with the Tree Warden.

Response:

The **posted speed limit** in this area of Cannon Road is 25 miles per hour. Utilizing a transit, Peak Engineers, LLC has determined the sight distance from the center of the proposed driveway location.

Sight Distance to the south (northbound traffic) exceeds 280 feet.
Sight Distance to the north (southbound traffic) exceeds 400 feet.

Per Table 11-2C of the DOT Highway Design Manual (attached) for a **design speed** of 25 mph the Intersection Sight Distance for passenger cars is 380 feet. As you are aware the design speed is always greater than the posted speed. Therefore, the intersection sight distances are provided with the removal of trees as noted on the plan. It is understood that any trees proposed to be removed shall be reviewed by the Tree Warden.

4. 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 property.

Response:

Please see detail H, sheet 2 indicating this condition. The plan has been amended to indicate spot elevation at the property line.

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

Response:

An additional catch basin, CB, 1A, has been added to the driveway system. The detail of a curb style basin is indicated for the two basins that will be installed along the curb. The two basins located in the courtyard, being installed in a sump condition, are shown with the curbless detail.

6. No Belgium Block curb shall be proposed for the driveway entrance within the Town right-of-way.

Response:

The plan indicates curbing to begin at the property line.

7. A road opening permit will be required for the proposed driveway.

Response:

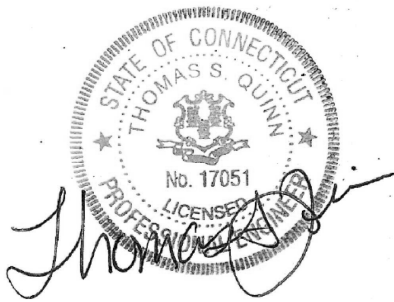
A note to this requirement has been added to Sheet 1, under NOTES, Note 2.

8. Please note, prior to the issuance of a certificate of occupancy, as-built drawing and certification letter from the Design Engineer shall be submitted prior to DPW approval.

Response:

A note to this requirement has been added to Sheet 1, under NOTES. Note 1.

Respectfully submitted,

A circular professional seal for Thomas S. Quinn, a Licensed Professional Engineer in the State of Connecticut. The seal features the state coat of arms in the center, surrounded by the text "STATE OF CONNECTICUT" and "THOMAS S. QUINN". Below the coat of arms, it says "No. 17051" and "LICENSED PROFESSIONAL ENGINEER". A handwritten signature in black ink is written across the seal.

For Peak Engineers, LLC, Thomas S. Quinn, P.E.

Thomas Quinn

Peak Engineers, LLC

PROVIDING CIVIL ENGINEERING SERVICES

Site, Septic, and Drainage, Feasibility and Design

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PREPARED FOR

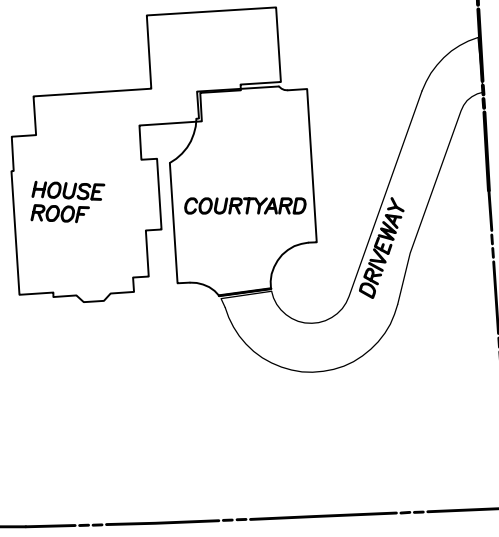
Jack Hague

100 Northhill Street
Stamford, CT 06907

PROJECT LOCATION

94 Cannon Road
Wilton, Ct 06897

Map 21, Bl 2, Lot 2, 2.1000 acres, R-2A Res Zone



MS4, IMPERVIOUS AREA TRACKING

IMPERVIOUS AND PERVIOUS SURFACE AREAS.

THE SITE IS PRESENTLY VACANT, 2.1 ACRES OR 91,476 SF.

EXISTING PERVIOUS AREA 91,476 SF

EXISTING IMPERVIOUS SURFACE AREA IS 0 SF.

PROPOSED PERVIOUS AREA 81,426 SF

PROPOSED IMPERVIOUS AREA 10,050 SF

PROPOSED IMPERVIOUS AREA DISCONNECTED 10,050 SF

PROPOSED IMPERVIOUS AREA CONNECTED 200 SF, (THIS AREA IS IN THE RIGHT OF WAY SO THE TOTALS MAY NOT ADD UP)

Design Speed (V_{major}) (mph)	ISD (ft)		
	Passenger Cars	Single-Unit Trucks	Tractor/Semitrailers
20	225	280	340
25	280	350	425
30	335	420	510
35	390	490	595
40	445	560	680
45	500	630	765
50	555	700	850
55	610	770	930
60	665	840	1015
65	720	910	1100
70	775	980	1185

Notes:

1. These ISD values assume a left or right turn onto a 2-lane facility without a median.
2. These ISD values assume a minor road approach grade less than or equal to +3%.

INTERSECTION SIGHT DISTANCES
(Two-Lane Highway or Street)

Figure 11-2C

