

NORTHEASTERN CONNECTICUT COUNCIL OF GOVERNMENTS

ENGINEERING PLAN REVIEW PERTAINING TO A 2-LOT RESUBDIVISION (ASSESSOR'S MAP 41, LOT 47) 40 ALMADA DRIVE BROOKLYN, CT (May 3, 2021)

The comments contained herein pertain to my review of plans for a proposed 2-lot residential resubdivision located at 40 Almada Drive in Brooklyn, Connecticut, consisting of ten (10) sheets, prepared for Paul R. Lehto by Archer Surveying, LLC and CLA Engineers, dated November 13, 2020 and March 31, 2021, respectively. Comments pertain to both wetlands and planning and zoning regulations.

(Comments in black ink are the Regional Engineer's May 7, 2021 review comments.)
(Comments in red ink are the Regional Engineer's June 29, 2021 review comments
for revised plans with revision date of June 1, 2021.)

Sheet 2 of 10 – Existing Conditions Plan

1. A “north arrow” is missing in the Location Map.

Comment has been addressed.

2. Note No. 3 under “Notes” states that “topographic information was obtained by actual field measurements, datum assumed.” The note needs to define the accuracy that the topographic survey meets and who performed the survey.

Comment has not been addressed.

3. The wetlands delineations on the plan have been certified as being delineated by R.C. Russo with his “signature” on the plan. When did Mr. Russo flag the wetlands as no flags were visible from Paradise Drive for the 7-X line when a site visit was made on April 30, 2021?

Comment has not been addressed.

4. Since this plan was prepared November 13, 2021, has the abutter's list been verified as being accurate as of May 3, 2021? Why have abutters on the west side of Paradise Drive opposite the land being resubdivided been omitted (see subparagraph 2.10 under Section 4.2 of the Brooklyn Subdivision Regulations)?

Comment has been addressed.

Sheet 7 of 10 – Lot Development Plan Lot 1 & Lot 2

1. On April 30, 2021 the reviewer visited Paradise Drive where the driveway for Lot 2 will be located and found the following conditions:
 - A deep swale along the edge of Paradise Drive with running water, several inches deep, coming from a southerly direction.
 - Bare earth banks on the property side of the swale exhibiting active weeping of groundwater no more than 24” below existing ground.

Considering these observed conditions, the proposed paved driveway needs careful consideration with respect to the proposed cuts that remove more than 24” of existing soil to form new slopes.

Comment has been addressed.

2. There is no indication on the plan for the conveyance of water in the existing Paradise Drive swale to pass under the apron of the proposed driveway. This needs to be evaluated with drainage calculations submitted for review.

Comment has been addressed.

3. Due to the steepness of the Lot 2 driveway gradient and it also being paved, formal drainage swales with velocity attenuators need to be located along both edges of the driveway from Elevation 242 down to Paradise Drive. This is to help guard against degradation of the existing drainage swale, especially during heavy rainfall events. A construction detail is also required.

Comment has been addressed.

4. It is not apparent from looking at the plan how soil erosion and sediment transport from driveway construction will minimize sediment transport to the Paradise Drive drainage swale and underground drainage system. This needs an explanation.

Comment has been addressed.

5. The straw barrier shown along the edge of Paradise Drive where the driveway is located will not protect the existing swale from accumulating sediment. It needs to be moved to the property side of the swale. In fact, compost/silt socks would be a better choice for this application.

Comment has been addressed.

Sheet 8 of 10 – Stormwater Management Plan and Erosion & Sediment Control Details

1. References to CT DOT Form 817 is to be changed to the current Form 818 designation.

Comment has been addressed.

2. Note 2 under "Post Construction" it is stated that the "*Proposal is for the Town of Brooklyn to accept Almada Drive Extension as a town road that will be incorporated into the town MS4 Operations and Maintenance Program.*" First of all, a designation of the Almada Drive Extension cannot be found on any plan submitted for review. Secondly, has this statement been agreed to by town staff and will the citizens of Brooklyn be the deciding body on whether or not this becomes a town road? If a privately owned road, MS4 can still be observed by its responsible party(s). This note needs an explanation as to why it appears here.

Post construction notes have been deleted from plan.

Syl Pauley, Jr., P.E.

By: _____
Syl Pauley, Jr., P.E., NECCOG Regional Engineer