

**CHESHIRE INLAND WETLANDS AND WATERCOURSES COMMISSION
PUBLIC HEARING
TUESDAY, JULY 16, 2013
TOWN HALL
84 SOUTH MAIN STREET
COUNCIL CHAMBERS AT 7:30 P.M.**

Members present: Robert de Jongh, Charles Dimmick, Kerrie Dunne, Earl Kurtz, Will McPhee and Thom Norback.

Staff: Suzanne Simone.

I. CALL TO ORDER

Chairman de Jongh called the meeting to order at 7:30 p.m.

II. PLEDGE OF ALLEGIANCE

All present recited the pledge of allegiance.

III. ROLL CALL

Mr. Kurtz roll was called.

Members present were Robert de Jongh, Charles Dimmick, Kerrie Dunne, Earl Kurtz, Will McPhee and Thom Norback

IV. DETERMINATION OF QUORUM

Chairman de Jongh determined there were enough members present for a quorum.

V. BUSINESS

1. Permit Application	APP	#2013-018
Town of Cheshire, Public Works	DOR	07/02/13
South Brooksvale Road	PH	07/16/13
Site Plan – Culvert Replacement		

Ms. Dunne read the legal call to open the public hearing on the above item.

Don Nolte, Engineering Technician for the Department of Public Works and Engineering was present to represent the town's

application to replace an existing 4 by 6 corrugated metal culvert at the intersection of South Brooksvale Road, Abrahams Road and Cranberry Lane with a pre-cast concrete 4 by 12 box culvert.

Mr. Nolte explained that the metal culvert is structurally and hydraulically adequate and there have been three significant flooding events that the homeowner on which were working on this property has advised him have occurred in the last 18 to 20 years.

Mr. Nolte said he has pictures here for the Commission where they can see water over topping South Brooksvale Road to depths of 6" to 8" – from reports it goes the road southerly for about 150' then goes down the driveway of 782 South Brooksvale Road and re-enters Sanford Brook.

Mr. Nolte said they have acquired permission from the two property owners to submit this application to acquire drainage easements and construct the proposed improvements in accordance with these plans which we'd like to undertake in late summer early fall this year.

Mr. Nolte explained that the regulated activities associated with this project is the temporary disturbance of 2,000 SF of designated wetlands soils – Alluvial soil within the existing stream channel beds on either ends of the culvert where they'll be redirecting the stream flows into the new culvert after its installation.

Mr. Nolte said there's also going to be some limited stream channel stabilization work on 785 South Brooksvale Road where there's some undercut banks due to increase runoff from upstream and they are going to armor up to a couple of feet from the bottom of the stream and remove some sand bars to restore a 8' to 9' channel at the bottom.

Mr. Nolte explained there are also replant the banks which you can see one of the photographs have been denuded to the hold the upper portions of the slopes.

Mr. Nolte said they are very fortunate in the way this design works out that water handling will be pretty simple because they are going to allow the water to continue to go through the existing metal pipe throughout the construction period – it will just take a matter of some coffer dams, stacked blocks – water tight concrete blocks to divert the flows around and away from the work site which is localized pumping into filter areas – upland areas.

Mr. Nolte said the metal pipe was constructed in 1973 and is therefore about 43 years old and only had a rating of fair and the DOT's report in 1992 and it hasn't gotten any better.

Mr. Nolte said in regards to public safety concerns there are presently no guide rails protecting motorists from leaving the road and possible winding in the stream which happened on July 7, 2013 where a young lady fell asleep at the wheel at 6 am – hit the stone wall – fortunately no fatalities – but they will be installing cable reinforced guide rails as part of this project and also be installing some pretty beefy safety rails on the headwalls and wing walls for pedestrian purpose but they are all going to be very strong too as a secondary safety measure.

Mr. Nolte said the hydrologic capacity will be increased from the 155 CFS which is probably just slightly just over the 10 year storm capacity to be able to manage the 100 year storm flow of 375 CFS with the new culvert.

Mr. Nolte said they considered an alternative of a bridge which didn't seem to work for this site – there was conflict the water main which they are able to nestle into the bottom of box culvert and exert less loading on the pipe – they've worked with the Regional Water Authority on a design they're satisfied with and they'll coordinate the installation with the one section with the town so there's no problems with that.

Mr. Nolte said the only other alternative which they discounted was not to have the wing walls which are pretty substantial and just have rip rap slopes but we felt that wouldn't be a stable and wouldn't be hydrological either and would take an awful lot of rip rap and you'd have two bowls or rip rap on either side of the road so they feel they have the best alternative – cost effective alternative and one that will solve the situation.

Mr. Nolte said to improve the esthetics we're going to provide a simulated stone face on the wing walls similar to what was done at Country Club Road bridge with the stained treatment to mimic natural stone. He said if they can great cost on stone veneer they may modify the permit to do that but it's not going looking good at this point – but they feel it's very attractive.

Mr. Nolte said they've also decided to upgrade the rip rap from a shot rock to a natural stone as they used on East Ridge which will look

more in character with the neighborhood and be large enough and strong enough to withstand the anticipated flows.

Dr. Dimmick asked if the picture of the Country Club site.

Mr. Nolte said no it's the New Fairfield Bridge but a similar treatment and similar to what they're culvert will look like except it will have one barrel instead of two that was installed at that site.

Mr. Nolte said they are proposing to install and he would submit into the record a planting plan – significant plantings of trees and shrubs at 785 South Brooksvale Road on the Carney property.

Mr. Nolte has met with the property owner and Dr. Kulkarni and his landscaper and agreed to a plant list.

Mr. Nolte submitted into the record the planting plan for staff's review.

Mr. Nolte said on the Iannone and Barber property where there's going to be a lot less impact – we are not working along the stream we're just going to be with the bowl itself of the stream.

Mr. Nolte said they are going to be taking down 5 substantial trees but they are very close to the road and they feel there public hazard both to cars that may veer off the road and also as a site distance impediment coming out of Cranberry Lane so the town has made agreements with the property owner who is a professional landscaper to pay him directly to restore screening to his property which is more the issue on that and their fine with that and so is the town.

Mr. Nolte said so that's basically all he had to present.

Chairman de Jongh asked on the easterly side where the water flows into that watercourse – it looks like he kind of have it bows out before it comes in – are there any details in terms of how they're going to prevent the scouring on that side.

Mr. Nolte said they are going to rip rap to the top of the bank with the intermediate to standard rip rap boulders of up to 300 pounds on average so that will handle the velocities.

Dr. Dimmick said the only thing that catches his eye – with the fact that the culvert will now be able to handle much greater flow is there

going to be any problem with any downstream scouring once you get past that bend.

Mr. Nolte said the downstream channel is rip-rapped – it's rather flat. He said the next driveway crossing is not that much substantially smaller than ours – its 3 ½ by 10 - ours in going to be a buried 4 by 12 roughly about 35 SF of opening so they don't anticipate a major change in erosion in that channel.

Dr. Dimmick said and that will be for a 25 or above storms anyways that that would happen.

Mr. Nolte said that would be a very large storm.

There were no other questions from the Commission or staff.

Chairman de Jongh asked if there were any questions or comments from the public.

There were no questions or comments from the public.

Chairman de Jongh said seeing no further questions or comments the public hearing was closed at 7:42 p.m.

VI. ADJOURNMENT

The meeting was adjourned at 7:42 p.m. by the consensus of Commission members present.

Respectfully submitted:

**Carla Mills
Recording Secretary
Cheshire Inland Wetland and
Watercourse Commission**