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TRANSMITTAL

June 23, 2022

To: Ms. Liz Burdick
Town Planner
310 Norwich-New London Turnpike
Uncasville, CT 06382

RE: **Revised Plans and Comment Response**
Application: 22 SITE 5
Location: 125 Depot Rd (M/B/L 071-007-000) & 133 Depot Rd (M/B/L 071-001-000), Depot Rd (M/B/L 071-013-000) and 55 Dock Rd (M/B/L 071-008-000), Uncasville, CT
Applicant: Gateway Montville, LLC
Boundaries LLC Job I.D. No. 22-3140

Dear Ms. Burdick;

Please find enclosed the following revised plans prepared in accordance with CLA Engineers, Inc. plan review letter dated June 1, 2022:

- Ten (10) copies of site plans entitled "Site Operations/Development Plan, 125 & 133 Depot Road, prepared for Gateway Montville, LLC, 125 & 133 Depot Road, Uncasville, Connecticut, May 2022, Rev. A – Per Town Staff Review – 6/17/22."
- Ten (10) copies of the proposed Erosion Control and Site Restoration Bond Estimate.
- Ten (10) copies of revised "Figure 2 – Post-Development Conditions Watersheds" plan.
- Ten (10) copies of the revised Stormwater Management Report – Appendix B.

Please see below for a summary of the comments received and responses reflected by the revised plans and documents.

- All truck traffic must be kept on Depot Road.
 - The following note has been added to site operations plans on sheets 7, 8, 11 and 12 to clearly identify that all truck traffic shall access the site by Depot Road:
"Operations Note: All truck traffic shall access site by Depot Road."



- The timing of the excavation work on Phase 1 and the filling on Phase 2 A, B & C and the railroad crossing improvements and the access drive construction on the east side of the site must be clearly defined.
 - The following notes have been added to the narrative on sheet 18 to more clearly define the sequence of construction of the phases.
 “The improvements to the existing railroad crossing and construction of the access driveway east of the railroad shall be completed during Phase 1. The access driveway shall be reconstructed during Phase 2A as required to achieve the proposed site grades. The Phase 1 access driveway east of the railroad is intended to allow for the transfer of materials from the pier to the site starting for the 2022/2023 snow clearing season. The excess material generated during the excavation operation in Phase 1 shall be utilized as earth fill in Phases 2A, 2B and 2C sequentially. Approximately 34,500 cubic yards of excess material will be generated by the proposed grading in Phase 1. Phase 2A will require approximately 18,900 cubic yards of earth fill materials, Phase 2B will require approximately 4,300 cubic yards of earth fill materials, and Phase 2C will require approximately 32,600 cubic yards of earth fill materials. Imported materials will be used to complete the proposed fill for Phase 2C. Phase 2A shall be stabilized prior to beginning earthwork in Phase 2B, and Phase 2B shall be stabilized prior to beginning earthwork in Phase 2C. The temporary stockpile area shown in the Phase 2A area shall be surrounded by sediment fence if fill material is generated faster than it can be placed and compacted in the active Phase 2A, Phase 2B, or Phase 2C areas.”
- The streetline of Depot Road must be shown as 25 feet from the centerline of the existing pavement along the northerly property line of 133 Depot Road property.
 - The Depot Road streetline as depicted is consistent with and as shown on previous surveys of record including: ALTA surveys prepared by Ronald J. George L.S., CCL, LLC dated January 2020 and June 2010; Perimeter Survey prepared by Robert L. Mullen L.S., CLA Engineers, Inc. dated October 2013; and Property Survey prepared by Chandler, Palmer & King dated August 1972. Please clarify if the review comment is requesting a dedication of additional right of way along the southerly streetline of Depot Road. Please note that the applicant is a Lessee and not the property owner. Conveyance of additional street right of way may not be practical in conjunction with this application. The activities contemplated by this project do not impact the limits of the existing street right of way or improvements.
- The sidewalk along the southerly side of Depot Road is in poor condition; it would appear to have no practical use under the proposed development. The entire sidewalk must be shown to be demolished.
 - Sidewalk demolition along Depot Road has been added to the site plans as requested.
- The term sediment barrier is shown on the plans, a detail of the barrier must be shown.
 - The sediment barrier is intended to be an 18-inch high compost filter tube. The detail is included on Sheet 19. The callouts for the sediment barrier have been revised to “18-inch compost filter tube.”
- The sediment barrier is shown along the easterly side of the site with 25 feet lengths extending westerly into the site, some portions are shown on concrete pads.
 - The 25-foot extensions of the proposed compost filter tubes are intended to limit the contributing disturbed areas to each section of compost filter tube to 1 acre or less. Compost filter tubes were selected as the proposed sediment barrier for this project

because they can be placed on pavement or concrete without being keyed in to the subgrade while still preventing sediment laden discharges. The detail on sheet 19 has been updated to include CMU blocks for anchoring the compost filter tube in situations where it cannot be anchored using stakes due to the existing pavement or concrete pads.

- The purpose of maintaining the existing pump station must be described.
 - The pump station structure is intended to be maintained in the case of potential future redevelopment of the property with uses that would require sanitary sewer service. More extensive condition assessments of the concrete structures and force main piping would need to be conducted prior to any potential future reuse of the infrastructure.
- The easterly side of the site is covered with exposed demolition material. Is it the intent to continue this practice?
 - The site is intended to be surfaced with subballast material meeting the requirements of Genessee and Wyoming Railroad. The proposed restoration cross section is shown on Sheet 20. Additional notes regarding the stabilization of the surfaces using subballast have been added to the Phase 2 site operations sheets.
- A detail of the proposed overhead stationary conveyor must be submitted.
 - The manufacturer's data for the overhead stationary conveyor will be submitted under separate cover as soon as it has been received.
- The plan shows 5 passenger car spaces, the truck parking must also be shown.
 - No trucks are proposed to be stored at the facility overnight. Loaders are intended to be stored adjacent to the stockpile areas where they will be used.
- The delivery and stockpiling of salt must be fully delineated.
 - The limits of the delivery and stockpile areas have been added to Sheet 7.
- The right-of-way for Dock Road must be properly located to better represent existing conditions.
 - The Dock Road right of way as depicted is consistent with and as shown on previous surveys of record including: Boundary Survey prepared for the Town of Montville by Robert L. Mullen L.S., CLA Engineers, Inc. dated October 2019; ALTA surveys prepared by Ronald J. George L.S., CCL, LLC dated January 2020 and June 2010; Perimeter Survey prepared by Robert L. Mullen L.S., CLA Engineers, Inc. dated October 2013; and Property Survey prepared by Chandler, Palmer & King dated August 1972. No modifications to Dock Road or the associated right of way are contemplated by this application.
- Is the existing security building to remain and what is its proposed use?
 - The existing security building is intended to remain and be used as office space.
- What is the purpose of the steel "bridge" structure recently installed at the pier?
 - The temporary bridge structure will allow access to the pier for installation of the stationary conveyors until the future permanent pile supported access bridge shown on Sheet 12 can be permitted through Army Corps of Engineers and Connecticut Department of Energy and Environmental Protection.
- The rainfall intensity must be based on the most recent NOAA Atlas 14 reference.
 - Rainfall intensity used for the stormwater calculations has been corrected to match the enclosed Precipitation Frequency Data Table obtained from NOAA on June 16, 2022. Pipe sizing and slopes have been updated to reflect the corrected 10-year peak flow rates as shown on the enclosed site plans and the enclosed Stormwater Management Report Figure 2 and Appendix B.
- An E&S Control Bond estimate must be provided for review.
 - The proposed Erosion Control and Restoration Bond Estimate is enclosed with this letter.

If you have any questions regarding this correspondence or the attached documents, please contact me at your convenience.

Sincerely,



David C. McKay, P.E.
Boundaries LLC



John U. Faulise Jr., L.S.
Boundaries LLC