

CLA Engineers, Inc.

Civil • Structural • Survey

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November 17, 2025

Meredith Badalucca, Assistant Planner
Town of Montville
310 Norwich-New London Tpke., Uncasville, CT 06382
Via Email: mbadalucca@montville-ct.org

RE: 25SUB7 – 23-Lot Residential Resubdivision
47 Sharp Hill Road, Montville, Connecticut
CLA-7873N

Dear Meredith:

CLA Engineers, Inc. (CLA) has received the application documents for the proposed resubdivision of 47 Sharp Hill Road on the Town Form Repository:

<https://www.townofmontville.org/form-repository/25-sub-7-47-sharp-hill-road/>

CLA has performed a review of the latest revised documents and offer the following comments:

1. *A plan depicting only the proposed public improvements should be provided (similar to the erosion & sedimentation control plan). **ADDRESSED (Sheet PI-1 provided)***
2. *The sight line easement over #45 Sharp Hill Road must be conveyed to the Town of Montville with or prior to acceptance of the road. **ADDRESSED (The Applicant's Engineer has acknowledged this requirement in the response cover letter)***
3. *The area of total site disturbance, including the lot development should be indicated on the plans. **ADDRESSED***
4. *How will individual lots be developed? It appears that grading would be required across multiple lots to facilitate development. More details or a narrative should be provided. **ADDRESSED (in cover letter)***
5. *The potential lot development along the west side of the road may intercept the groundwater table. Provisions to mitigate groundwater breakout and footing drain discharges should be considered. **ADDRESSED***

ADDITIONAL COMMENT: An additional DMH or clean-out to grade should be provided at bend near the bioretention basins. The Town of Montville should not be responsible for the operation or maintenance of the underdrain trench and piping beyond the right-of-way limits. Easements and right of access and maintenance should be provided across the subject properties.

6. *It appears a diversion berm/swale is proposed to the west of lots 13 and 14 through the open space. More detail of this diversion should be provided including contributing watershed, materials, and sizing. Who will own and maintain this diversion?*

ADDITIONAL COMMENT: The plan call-out refers to a gravel swale, a riprap swale detail is provided. Riprap is recommended; the final plans should be coordinated to indicate riprap swale. The Town of Montville should not be responsible for the operation or maintenance of the swale beyond the open space limits. Signage should be placed within the open space along the swale indicating there should be no dumping or filling of the swale.

7. *The new road should be constructed in accordance with the Town Road Standards. The road should be designed as a "Local Street".* **ADDRESSED**
8. *The town road cross section detail should be provided on the plans.* **ADDRESSED**
9. *The vertical curve 2+01 to 3+56 does not meet the minimum k-value.* **ADDRESSED**
10. *Roadway centerline horizontal data should be added to the plan & profile sheet.* **ADDRESSED**
11. *Snow storage reserve area should be indicated at the turnaround per Section 70E.3 of the Town Road Standards.* **ADDRESSED**

ADDITIONAL COMMENT: The call-out on the final plans should be edited to indicate that the snow storage areas shall remain free of obstructions including fences, landscaping, and driveways.

12. *The yard drain system should be eliminated and catch basins proposed at each edge of road.* **ADDRESSED**
13. *Underdrain should be provided along the uphill side of the road.* **ADDRESSED**
14. *Access must be provided to all levels and structures of the water quality/bioretenion basins for future maintenance. A gravel or paved (depending on slope) access drive should be provided for public work equipment and personnel.* **ADDRESSED**
15. *The water quality/bioretenion basin area should be fenced off from public access. Gates should be provided for Public Works access.* **ADDRESSED**

ADDITIONAL COMMENT: A chain link fence construction detail should be included on the final plans (see Road Standards Figure 24).

16. *A section view through the water quality/bioretenion basins should be provided.* **ADDRESSED**
17. *Will dams be created in water quality/bioretenion basins that will require CTDEEP registration & inspection?* **ADDRESSED**
18. *The Stormwater Management Report indicates an unsuitable layer of soil is to be removed from the basin area. This should be indicated in the plan/narrative.* **ADDRESSED**
19. *A catch basin should be provided in Sharp Hill Road, upgrade of the new intersection, over the existing culvert.* **ADDRESSED**

20. *The infiltration trench should be reconsidered. The maintenance and operations will be a burden on the Public Works Staff.* **ADDRESSED**
21. *Street trees should be provided as part of the public improvements.* **PARTIALLY ADDRESSED: Locations have been shown. Suitable native street tree species should be proposed and a planting detail provided on the final plans.**
22. *Test pit data for the TP#1-TP#9 series should be provided.* **ADDRESSED**
23. *References to the 2002 E&S manual on sheet 12 should be changed to 2024.* **ADDRESSED**
24. *Construction inspection for public improvements will be required in accordance with the Town Road Standards, Section 50.* **ADDRESSED**
25. *A bond estimate should be provided.* **ADDRESSED (construction cost estimate provided is acceptable)**
26. *It appears that the CTDEEP General Permit for the Discharge of Stormwater and Dewatering Wastewaters from Construction Activities will be required. Copies of the registration and inspection reports should be provided to the Town throughout construction.* **ADDRESSED (the Applicants Engineers has acknowledged this request in the cover letter)**
27. *Road monumentation must be installed and reflected on the record plan prior to acceptance.* **ADDRESSED (the Applicants Engineers has acknowledged this requirement in the cover letter)**

Stormwater Management Report

28. *The Town has historically had drainage issues around #19 Sharp Hill Road, including runoff issues and icing in Sharp Hill Road. Impacts to the property and catch basin located within #19 Sharp Hill Road and to Sharp Hill Road from the proposed development should be evaluated.*

ADDITIONAL COMMENT: The Applicants Engineer noted the installation of the new catch basin in Sharp Hill Road will help to collect and convey stormwater to reduce the potential for ponding/icing downgradient of the development. However, the previous icing issues in Sharp Hill Road was primarily from overland flow from the properties surrounding #19 Sharp Hill Road and potentially from the subject property (excerpt of the Town GIS mapping attached). The Town previously installed storm drainage to capture flow and mitigate the icing issues. Please provide commentary on the location and flow from the stormwater discharge for this proposed development and potential impacts to the downstream properties, existing stormwater system and Sharp Hill Road. In particular changes in peak flow and runoff volume for the combined Analysis Lines 1, 2, and 4.

29. *The report refers to a site property manager. Will there be an Homeowners Association and property manager that maintains the development?* **ADDRESSED**
30. *The conclusion statement refers to Lebanon.* **ADDRESSED**

ADDITIONAL COMMENTS

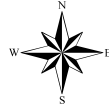
1. **The bioretention basin construction narrative requires inspection by the design engineer. CLA recommends that the design engineer provide a letter certifying that the bioretention basins have been constructed in accordance with the plans prior to acceptance by the Town.**
2. **The easement between Lots 14 and 15 should also include drainage easement language and rights of access by the Town for operations and maintenance of the storm drainage infrastructure and open space.**

Thank you for the opportunity to provide this review. Please feel free to call me at our office or email khaubert@claengineers.com with any questions.

Very truly yours,
CLA Engineers, Inc.



Kyle Haubert, P.E.



Town of Montville, CT



November 16, 2025

1 inch = 71 Feet

www.cai-tech.com



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