

CLA Engineers, Inc.

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June 9, 2026

Douglas K. Brush, Chair
Inland Wetlands Commission
Town of Montville
310 Norwich-New London Turnpike
Uncasville, CT 06382

Re: Town of Montville
Maple Avenue Improvement (Final Phase) – Inland Wetland Application
CLA-7928U

Dear Mr. Brush

On behalf of the Town of Montville Department of Public Works, CLA Engineers has prepared this Inlands Wetlands Application for the Final Phase of the Maple Avenue Improvement Project. The project involves the rehabilitation of a portion of Maple Avenue from Route 163 to the DPW Maintenance Garage, approximately 5,850 feet.

This section of Maple Avenue lies within residential districts R-40 & R20, industrial District I, Light Industrial District LI and Government District Gov. The corridor consists of single-family homes, industrial buildings and commercial businesses. The roadway is in poor condition and very narrow in sections. Flat grades between the DPW maintenance facility and Bridge Street causes poor drainage and localized ponding which will require full depth reclamation of the existing asphalt roadway. The remainder of the project limits will be milled and overlaid with new asphalt. A standard minimum 22-foot cross section will be constructed, and driveway aprons will be resurfaced.

There are two identified areas of inland wetlands within the vicinity of the project area. At the northwestern limits of the project, Maple Avenue follows the outline of Rockland Pond and lies within an inland wetland upland review area. A portion of the project also lies within an upland review area in the low-lying area between Stations 33+00 and 35+00. No direct impact to wetlands is anticipated. The wetlands have been described by CLA Engineers, and a functional evaluation of the wetland and assessment of potential impacts has been performed and is included with this submission.

The project proposes no change to the drainage regime but seeks to make minor stormwater improvements including the replacement of a section of existing drainage pipe which is thought to be compromised. New catch basin tops are proposed for several existing drainage catch basins. No new catch basin structures are proposed.

Erosion and sedimentation measures will be managed by implementing erosion control devices including inlet sedimentation controls at catch basin locations and a compost sock downgradient of disturbed soils adjacent to Rockland Pond. Provisions for seeding and site stabilization after construction are also included in the plans.

In summary, the project will require work to be performed within the upland review area of two identified wetlands. Work will be occurring above and upslope of the regulated wetlands. The project is expected to be implemented during the summer of 2026 and would take approximately 6-8 weeks to complete. This project will require the use of traditional construction machinery including an excavator, a full depth pavement reclamation machine, road paver, rollers and haulage trucks. Within the 50-foot upland review area, the existing bituminous asphalt will be milled approximately 2-inches and a new surface course installed. This, along with other work in the upland review area, will account for approximately 0.59 acres of disturbance. No direct impact to the wetland or the watercourse is proposed.

Please feel free to call me at our office or email me at dhayward@claengineers.com with any questions or comments.

Very truly yours,

CLA Engineers, Inc.

A handwritten signature in blue ink, appearing to read "D. Hayward", with a stylized flourish extending from the end.

Darren Hayward, P.E.