

**INLAND WETLANDS COMMISSION
REGULAR MEETING MINUTES
WEDNESDAY, JUNE 3, 2015 – 7:00PM
NEW HARTFORD TOWN HALL – 530 MAIN STREET**

PRESENT: Chairman James Hall, Anne Hall, Troy LaMere, Wayne Ryznar, Lou Moscaritolo, Inland Wetlands Enforcement Officer Steve Sadlowski.

ABSENT: Nancy Schroeder Perez, James Chakulski.

Chairman James Hall called the meeting to order at 7:00PM. All regular members were seated for the meeting. The proceedings were recorded digitally, and copies are available in the Land Use Office in Town Hall.

1) PUBLIC HEARINGS: None.

2) PENDING APPLICATIONS: None.

3) New APPLICATIONS: Town of New Hartford – Carpenter Road – Replace Failing Carpenter Road Bridge with a Concrete Box Culvert and Concrete Wingwalls and Headwalls – Bridge Located Approximately 250 Feet North of Litchfield Tpke. (Route 202) on Carpenter Road.

Ms. Hall noted for the record her involvement in writing the historical irrigation report for the old bridge but has no involvement in the new bridge.

Mr. Todd Parsons from Lenard Engineering appeared before the commission on behalf of the town of New Hartford, acting as the town's consultant on this application. Mr. Parsons briefly described the current bridge and it's closing in 2013 due to a failing abutment. He noted the town applied for and received a grant for partial funding from the state and that in November, 2014 held two public information meetings. He reminded the commission that later in that same month, the project passed at a referendum for the town's share of the funding.

Through the use of maps, Mr. Parsons detailed the bridge and the site at which it is located. He noted the composition and size of the bridge as well as outlining the Connecticut wetlands and federal wetlands as depicted by two different delineations on the map. Also shared were a Utility Relocation Plan, Demolition Plan, and a Planimetric View of what will be put back. He noted that the bridge is wider than the existing bridge with the widening occurring 60% at the downstream side and 40% at the upstream side. Mr. Parsons also shared a profile of the road depicting the profile of the road once completed. He noted that engineers always use exaggerated profiles when drawing road profiles so it is stretched in the vertical direction. He noted that it is very close to the existing road profile with only slight alterations to it, to create a high point on the bridge and low points on each side of the bridge so that water will run off the bridge and not get trapped on the bridge itself. He noted that these differences account for only inches in profile. Mr. Parsons then reviewed cross sections of the road at the bridge and an elevation view of the bridge. Mr. Parsons noted that riprap will be installed to protect the footings against scouring which will be covered with stream bed material. He noted that clearing will include a few of the trees and that the contractor will trim them, placing them against the embankment horizontally and perpendicular to the embankment.

Mr. Parsons then reviewed the activity, both permanent and temporary. He pointed out the coffer dam which will serve to isolate the work area in order to work on the footings and set the box culverts. He noted the stream will go through a bypass pipe. He noted that a pump will also be set up to draw the ground water out of the excavated area, discharging into a settlement basin before it runs back through the woods and into the stream. He noted that construction fence will be erected just inside the clearing lines. He also noted a concrete waste area on the map.

Mr. Parsons noted that the total temporary impact, including the coffer dam and the bypass pipe, is 13,900 square feet. He also reported the total permanent impact, which is primarily filling in the embankments at the four corners is 2,200 square feet. He noted that there will also be a floating boom on the downstream side to

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collect any floating oils. Mr. Parsons reported that the project requires a multitude of permits that have been submitted to the Army Corp. of Engineers, DEEP, and MDC. He noted that the project will also be reviewed by the Department of Transportation. He also provided an erosion control plan as well as a replanting plan on the upstream side.

Mr. Sadlowski inquired about the possibility of a One Hundred Year Storm coming through in the middle of this project. Mr. Parsons responded that the site is protected for storms explaining that the design covers a Two Year Storm for temporary measures, a standard that is used for a project like this. As part of the protective measures taken, the contractor has to remain informed about the weather and especially really big storms.

Mr. LaMere questioned what the plans will include for the removal of the big trees that currently hold banks back. Mr. Parsons responded that the Demolition Plan reflects everything that is coming down.

MOTION: Ms. Hall, Mr. Ryznar second, **to accept the application in the matter of Town of New Hartford – Carpenter Road – Replace Failing Carpenter Road Bridge with a Concrete Box Culvert and Concrete Wingwalls and Headwalls – Bridge Located Approximately 250 Feet North of Litchfield Tpke. (Route 202) on Carpenter Road and set for public hearing on the basis of public interest; Motion carried with Ms. Hall, Mr. Ryznar, and Mr. Moscaritolo voting aye, Mr. LaMere abstained.**

4) MEETING MINUTES: May 6, 2015.

MOTION: Ms. Hall, Mr. LaMere second, **to accept the May 6, 2015 Minutes unanimously approved.**

5) INLAND WETLANDS OFFICER'S ENFORCEMENT REPORT:

Mr. Sadlowski reported meeting with the Schifferts and the Schauflier with the owners of the two parcels on Town Hill Road along with Mr. Sean Hayden of the Northwest Conservation District and Mr. Roger Hurlbut, engineer for the town of New Hartford. He noted that both owners were also present.

Mr. Sadlowski reported that Mr. Hayden and Mr. Hurlbut concluded that the soils present at the location are the types of soil that don't absorb water very well so that would lend to more runoff than one would typically see. Mr. Sadlowski explained that Mr. Schauflier's property slopes toward the rear and that this is where the runoff goes and that while he may have put various channels in around his property, the water flows where it's going to flow. Mr. Sadlowski relayed that Mr. Hayden didn't think it was immediately damaging wetlands where it was because they are a bit further down and that it would be a very big project to eliminate all that erosion.

The commission deemed that this issue did not fall within their jurisdiction.

Mr. Sadlowski reported that Canton Village Construction has come into his office a couple of weeks ago indicating they would be commencing the ordered remediation work on Jack Casey's Main Street property the next day but to date have not begun. He was unsure what was causing their delay but opined that now would not be ideal for the work as the Farmington River is flowing high at the present time.

6) CORRESPONDENCE:

Mr. Hall reported that the Economic Development Commission extended an invitation to all for a presentation on "What Makes a Vibrant Town Center" which they will hosting on June 18, 2015 at 6:30PM.

Mr. Sadlowski reminded commissioners about the combined land use boards meeting on June 17, 2015 at 7:00PM.

7) OTHER BUSINESS PROPER TO COME BEFORE THE COMMISSION:

None.

MOTION: Mr. LaMere, Ms. Ryznar second, **to adjourn at 7:35PM; unanimously approved.**

Respectfully submitted,

**Pam Colombie
Recording Secretary**